

THE BEST  
MAG FOR  
MINI FANS

ON THE ROAD: THE ITALIAN JOB 2019

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# mini magazine



**UNDER THE SKIN**  
TOP HILLCLIMBER SECRETS



**TECH:**  
DIY CARBON  
FIBRE WRAP

**ON THE JOB**  
SUPER DELUXE VAN



**BUILT NOT BOUGHT**  
TRAD TUNED SALOON



**SUPER SMOOTH**  
RADICAL STREET RACER



# FULLY LOADED

140 BHP K-HEADED, TRICKED OUT PICKUP



**PLUS:**  
REPORTS FROM  
NEC CLASSIC MOTOR SHOW  
MINI FAIR PREVIEW



**TECH /** EXPERT Q&A FOR THE ANSWERS **TECH /** GT BODYSHELL STRIPDOWN





### Christmas Opening Times

Tues. 24th December ..... Open as usual  
Wed. 25th Dec. to Thurs 26th Dec. .... Closed  
Fri. 27th Dec. .... Open

### New Year Opening Times

Tues. 31st December ..... Open as usual  
Weds 1st Jan. .... Closed  
Thurs. 2nd January ..... Open as usual

**Prices include VAT @ 20%**

# The Largest Stocks of Mini Spares in the World!

## Mail Order - 01707 607700

Mail Order also available direct from Mini Spares North  
Call 01423 881800 to order



## www.minispares.com



Visit the official **MiniSpares.com** website for pictures,  
downloads, catalogues, current prices & special deals



**Mobile & tablet friendly**  
e-mail:- sales@minispares.com

**Duckhams 20w-50 Engine Oil**  
available again at Mini Spares

- Now conforms to API, SE, SF, SG, SH and SJ specifications.
- Ideal for any classic that requires 20w-50 oil.
- Has optimised ZDDP level for safeguarding classic engines.

**4.5 litres £29.99**  
**1 litre £8.53**

**New!**

### Mini Spares Oil and Filters

Mini Spares 20/50 mineral oil GUL7005T ..... **£16.51**  
20/50 mineral oil & spin on filter (not MPI) SO4 ..... **£18.36**  
Spin-on oil filter (OE supplier) MSF166 .. **£2.30**

### Engines:



**NEW! 5 port alloy heads** from **£1381.07**  
with 35.7x29.5 race quality valves C-AHT347 **£1381.07**  
with 37x31mm offset spaced valves C-AHT347RACE **£1559.59**  
8 port head kits from **£1202.98**  
1380cc built up 1/2 engine by Bill Richards **£1281.56**

**EVO performance pistons with NPR rings**  
1275cc offset 6.5 cc dish C-STN100-20/40/60 ..... set **£237.60**

73.5mm optimum 9cc dish C-STR311 ..... set **£223.20**  
NPR rings for Evo, Mega or Omega ..... per piston **£18.89**  
Cam Evolution001, new blanks, ..... outright **£89.10**  
Ultimate perf. cam follower set C-AEG580 ..... **£31.20**  
Oil pumps ..... from **£18.36**  
CNC Evolution Slot Drive Oil Pump from **£123.50**  
Forged 1.5 rocker set C-AHT436 ..... **£113.33**

Alloy 1.5 hi-lift roller rocker set C-AHT446A **£234.78**  
Cast duplex timing kit C-AJJ3323 ..... **£33.25**  
Light cast duplex timing kit C-AJJ3324 ..... **£41.35**  
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Light steel with EVO chain C-AJJ3325EVO **£76.80**

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**Lightweight Large Impeller Water Pump**  
GWP134EVO, GWP187EVO & GWP188EVO ..... **£18.90**

**Window Regulators**  
Window Regulator, Mini Spares new product from our own tooling.  
R/H: CZH646. L/H: CZH647 ..... each **£90.00**

**3 Year Guarantee**

**New!**

**The World Famous Mini Spares Centre Ltd...**  
...is the foremost authority and the largest stockist of classic Mini parts in the world!  
• Annual turnover in excess of £16 million  
• Our huge buying power = the most competitive prices on the best quality parts!  
• We offer our own unique range of exclusively designed or tooled up items.  
• Knowledgeable technical assistance staff

### Gaskets:

Gearbox gasket set AJM804B ..... **£9.83**  
Eng/gearbox combined gty gasket set AJM100MS **£28.80**  
Copper head gasket set - 998cc AJM1250 ..... **£12.84**  
Copper std 998cc head set AJM1250MS ..... **£10.37**  
Copper hd/gasket set 1275cc AJM1140MS **£13.40**  
Minispares 1275 copper hd/gasket GEG300 **£18.54**  
1275 with BK450 head gasket set AJM1140 **£19.18**  
Engine block set AJM202 **£12.78** AJM206 **£11.65**  
Klinger upgraded block gasket set GUG701614CS **£40.32**  
Turbo Grp A Comp. Head Gasket C-STR1057 **£64.80**  
Steel Multilayer Head Gasket C-AHT189 ..... **£68.40**  
Large bore manifold gasket C-AHT381 ..... **£2.64**  
Silicon rocker cover gasket GUG705009EVO **£9.60**

### Gearboxes & Diffs.:

**Complete range of gearbox parts for road and race including our famous EVO diffs and 5 speed gearboxes. Only RHP and top quality bearings stocked.**

5 speed gearbox ..... from **£2283.00**  
5 speed s/cut gears ..... from **£2310.00**  
**The BEST crosspin diff available!** C-AJJ3385 **£189.00**  
Heavy duty helical gear kit C-STN48 ..... **£706.56**  
Competition steel baulk ring C-22A1741 **£23.99**  
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29 tooth A plus primary gears with floating bush for longevity: .998 - **£153.60** / 1275 - **£163.20**  
2nd gear for 4 synchro pre A plus ..... **£76.80**  
4 speed recon box ..... **£600.30**  
4 speed recon -Xpin diff ..... **£722.10**  
4 speed s/cut gears ..... **£1380.00**

### Drivetrain:

**Clutches & Flywheels**  
Flywheel puller for all types CE1 ..... **£24.30**  
Master cylinder GMC1008 ..... **£45.50**  
Verto 20% upgrade pressure, fits all C-AEG485 **£75.60**  
Clutch lever arm Verto DAM5355MS from **£18.28**  
Clutch lever arm pre Verto 22A2204MS ..... **£24.00**  
L/weight EN8 comp pressure plate C-AHT230 ..... **£80.83**  
'AP' Std. clutch plate, Turbo, light tune GCP204 **£33.12**  
'AP' road/rally 180mm Plate C-AHT595 ..... **£62.24**  
'AP' Racing' road/rally clutch C-AHT596 180mm **£113.40**  
Ultraflight flywheel - standard EN8 ..... **£136.64**  
Ultraflight flywheel - race EN24 ..... **£209.08**  
**3 piece clutch assemblies**  
Diaphragm pre Verto GCK100MS ..... **£58.92**  
Verto pre-inj 180mm plate GCK151MS **£116.42**  
Verto inj 190mm plate GCK152MS ..... **£104.40**  
Turbo kit GCK371AF ..... **£122.40**

### CV Joints

Early small 1.125" nut type pre 1984  
GCV1105 ..... **£31.80**  
1275 and 1984 on - stamped GCV1013 **£31.20**  
Correct fitting inboard type GCV1102 ..... **£29.40**  
QL5000 - coupling kit ..... pair **£65.40**  
Rubber coupling GCD101 ..... each **£34.20**

### Suspension:

#### Minispares Dampers

Minispares 28 point adjustables  
- front or rear ..... each **£63.00**  
Van rear ..... each **£79.20**

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Bump & rebound adjustable  
- front or rear ..... each **£49.20**

#### KYB/Kayaba Dampers

Std premium damper ..... each **£14.78**  
Super gas damper 25%+ upgrade ..... each **£25.38**  
KYB/Kayaba self-adj. gas shock ..... each **£29.40**

**Set of 4 - Exclusive special price - DEAL OF THE CENTURY!!! (Part MSSK3015) ... just £108.00**

#### G-MAX Gas Dampers

Front or rear ..... each **£25.31**

#### Bilstein B4 Dampers

Front 19-221694 ..... **£21.59**  
Rear 19-221700 ..... **£21.59**

#### Bilstein B36 Dampers

Performance non adjustable  
Front B36-0370 ..... **£69.30**  
Rear B36-0380 ..... **£69.30**

#### Evolution Dampers

Top of the range 8 point adjustable  
743039 ..... each **£63.32**

#### Geometry Kits

Complete Kit with adjustable tie bars and adjustable lower arms. With correct performance bushes.  
Order as MSSK3008 **£93.64** full kit

**Forget all the poly and uprated bushes when different lower arms or tie bars are fitted. What you need is an offset rubber bush to compensate with the extra distortion caused when correcting the geometry on Minis.**  
Car set of lower arm bushes. .... **£13.09** Part No **C-STR632**

**Hi Lo 'Dry' Suspension Kits**  
Also improves suspension performance!  
Our HiLos are the original cast Ripspeed type, with the patent No cast into them, and are the only RAC Homologated type to date.  
HiLo front kit. .... **£45.18** HiLo rear kit. .... **£57.78**  
HiLo front & rear kit package price .... **£91.08**

**Suspension Cones**  
The only genuine cone springs on the market made from original Rover tooling. Order as FAM3968 ..... **£44.29**

**Budget Dry Suspension Cones**  
Budget car set of adjustable ride height cones (not the same as Hilos) UK made  
Less knuckles C-STR644 ..... **£60.82**  
With 4 knuckles C-STR644A ..... **£69.52**

### Steering:

#### Suspension & Steering

Steering racks - L/H or R/H FAM7306/7 **£62.82**  
MPI Sportspack type GSR3386 ..... **£71.94**  
Quick rack L/H or R/H C-AJJ1570/1 ..... **£84.00**  
Genuine track rod end GSJ1106 ..... **£11.42**  
Non genuine GSJ734MS ..... **£5.04**  
Longer track rod end C-AJJ1572 ..... **£10.08**  
Mini Spares swivel pin kit GSJ166MS ..... **£9.00**

#### Wheel Bearings

Timken front genuine GHK1140 ..... **£53.12**  
Minispares version front GHK1140MS ..... **£13.80**  
Timken rear GHK1805 late modified ..... **£36.00**  
Minispares rear GHK1548MS ..... **£14.39**

#### Body & Subframe:

See AKM2 catalogue or website for our full extensive range. Full range of standard and aftermarket subframe kits stocked

MSSK3009  
MSSK3010 - All metal real solid mount kit for front subframe **£248.47**

#### Rear Subframes

Genuine rear subframe FAM6292 ..... **£464.10**  
Genuine KHB10024 1991 on ..... **£464.10**  
Non genuine rear subframe MS45D ..... **£243.17**  
Non gen powder coated FAM6292MS ..... **£273.16**  
Non gen rear subframe MS45LATE '91on ..... **£248.47**

#### Body Panels

We keep one of the largest stocks of best fitting body panels from BMH using Rover tooling and every good aftermarket supplier.

**Examples**  
'A' panel MK3 upgraded thickness ..... **£18.00**  
'A' panel MK3 genuine ..... **£25.64**  
Genuine wing ..... **£116.03** non gen from **£53.23**  
Gen. Front panel '76on ..... **£213.72** non genuine **£63.00**  
Gen. Narrow sill panel ..... **£45.80** non genuine **£22.50**  
Genuine Bonnet Mk2 ..... **£201.52** non genuine **£129.60**  
Genuine Bootlid Mk3 ..... **£225.96** non genuine **£90.00**  
Mk3 door hinge set 1970 on MSSK017B ..... **£72.00**

#### Mirrors:

##### Interior Mirrors

Plastic interior mirror '64 - '75 Grey 24A1750 ..... **£29.40**  
Plastic interior mirror '69 - '75 White 24A2110 ..... **£30.30**

##### Door Mirrors

White backed mirror pair **£36.00**  
Black plastic mirror ..... pair **£30.62**  
Fully adj. Torpedo flat glass ..... left each **£28.08**  
Fully adj. Torpedo flat glass ..... right each **£28.08**

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Please note that prices can change during the period that the magazines are printing - check website for up-to-date prices



### Mini Spares - LONDON



**Close to A1M & M25**  
Cranborne Industrial Estate,  
Cranborne Rd. Potters Bar. EN6 3JN  
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Sat-Nav: EN6 3JN

### Mini Spares - MIDLANDS



991 Wolverhampton Rd. Oldbury.  
W. Midlands. B69 4RJ  
Telephone : 0121 544 0011

Sat-Nav: B69 4RJ

### Mini Spares - NORTH



Units 2E and 2G Harwood Road  
Northminster Business Park. York.  
YO26 6QU Telephone: 01423 881800

Sat-Nav: YO26 6QU

## The Largest Stocks of Mini Parts in the World



### Fuel Systems:

For FUEL SYSTEMS go to:  
[www.minispares.com/fuel](http://www.minispares.com/fuel)

We hold full stocks of SU carb and Facet fuel pump parts.

Right hand tank 21A2183	£333.24
Left hand 5.5 gal. early tank ARA359	£358.79
Genuine van tank 21A291	£270.07
Van tank - s/steel version 21A291MS	£163.20
Van tank - mild steel 21A292	£108.00
Gen. SU electric fuel pump AUF214	£90.72
Non gen electric fuel pump AUF214MS	£63.90
Fuel pump only SPI - WFX100811	£69.50
Fuel pump only MPI - WFX100812	£53.76

### Electrics:

For ELECTRICS go to:  
[www.minispares.com/electrics](http://www.minispares.com/electrics)

All new - outright sale.  
Upated Alternators with pulleys

16/17ACR 45 amp to 1980 GXE2211	£43.49
A127 70 amp 1980 -1996 GXE2297	£60.00
Twin point std. alternator GNU2521	£102.00
L/wright 55 amp alternator GXE1002	£220.32
Hi torque starter, inertia	£168.79
Hi torque starter, pre engaged	£204.30
Pre-engaged starter motor GXE4527	£76.80
9 tooth inertia starter motor GXE4404	£64.80
Slim, h/power, inertia starter GXE1004RACE	£243.00
Dynamo, new GXE3101N	£68.40
Original push button starter solenoid	£18.72
Printed circuits behind speedo	from £59.10
Sports perf. coil pre '82 MSC105	£22.52
Sports coil with ballast MSC110	£21.12
Lumenition coil '82 to '92 DLB111	£32.40
High energy dry coil C-AHT269	£29.76
Distributor shield - latest type	£35.75

### Cooper S Distributor

Reproduction of 40819 Cooper S 23D distributor but with more advance for economy and performance similar to MK3 S curves. With quickfit points & uprated rotor arm 12G2140

All other 25D to 59D

Also available are 3 higher spec. electric types to match your camshaft profile to our distributor design.

Std to 276 cam spec A plus C-27H7701

Above is ideal for our Evolution cam range

285 - 296 cam spec A plus C-27H7702

310-315 cam spec A plus C-27H7703

### Wheels:

For WHEELS & TYRES go to:  
[www.minispares.com/wheels](http://www.minispares.com/wheels)

We are main dealers for Minilite and our own Rose Petal & Special Tuning wheel range. Stockists of Yokohama, Falken, Dunlop R7 and Nankang Tyres

### Exhausts:

For EXHAUSTS go to:  
[www.minispares.com/exhausts](http://www.minispares.com/exhausts)

Owners and stockists of RC40 systems.

• Flowbench tested and using proven optimum size 1.75" (1.625") internal tubing for maximum efficiency and performance.  
• Even our mild steel versions have stainless steel tailpipes and inner baffle box pipes.  
Most competitors don't even have these stainless internals in their 'stainless steel' silencers!

RC40 Range	
RC40 classic twin box system & d/pipe	£58.80
Single box system from cat back	£64.27
Single box system for van/estate	£80.39
Twin box system from cat back	£70.20

### RC50 Millennium Range

Designed for all classic and injection Minis  
A range of exhausts in stainless and mild steel including large bore outlets -

See AKM2 Catalogue or website for full range

Twin DTM large bore centre exit	£157.21
Original type standard mini exhaust systems made in 2 halves for ease of transportation and fitment.	
Single silencer saloon GEX106	£34.66
Twin silencer saloon GEX177	£41.09
Twin silencer van/ estate GEX155	£51.84

### Maniflow Exhausts

Most popular types stocked (inc. Van) Others available

Side exit 1.75"bore twin box C-ARA331	£109.80
Single box C-ARA331SB	£86.40
Centre exit twin box C-ARA332	£110.70
Single box C-ARA332SB	£76.40

### Manifolds

We stock a whole range of exhaust and inlet manifolds

Freeflow manifold	
Freeflow manifold for std RC40 exhaust C-STR816	£80.34
LCB std bore for RC40 - C-AEG365	£79.14
Millennium LCB std bore - cast flanges - C-AEG364	£67.99
ST alloy torquemaster inlet C-AHT770	£35.40

### Interior:

For INTERIORS go to:  
[www.minispares.com/interiors](http://www.minispares.com/interiors)

4 piece door and rear trim panels Mk3	£154.37
9 piece trim kit Mk3	£209.00
19 piece mk1/2 trim kit	£359.12
Inner membranes to protect door cards	pair £11.09
Centre speedo dash cards - Vinyl	from £35.41
Centre speedo dash cards - black painted	from £20.40
Mk3 headlinings - grey, white or black	£126.92
Headlining rails	each £11.40 set £59.95
Sun visors, 1965 on - with mirror	£41.00
Sun visors, 1965 on - plain	£39.77
Plastic interior mirror '64 on Grey 24A1750	£29.40
Plastic interior mirror '64 on White 24A2110	£30.30

### Cooling:

For COOLING go to:  
[www.minispares.com/cooling](http://www.minispares.com/cooling)

We keep a super range of our own radiators for all Minis PLUS radiator hoses - plain rubber or silicone including real Kevlar stranded hoses unlike others advertised on the market. Heater valves & matrix + operating cables

Radiators	
Std Mini 3 core radiator ARP2000	£62.34
3 core rad. Historic racers ARP1106	£126.00
Mini Spares unique 2 core radiator C-ARA4442	£140.44
As above but with sender unit '91 on C-ARA4443	£144.00
Mini Spares Larger capacity 4 core C-ARA4444	£131.40
MPI all metal radiator GRD974	£74.88
Mini Spares electric fan kit + sender C-ARA4401	£189.00

### Silicone Hose Sets

RED, BLUE or BLACK - State colour when ordering	
Mk2 850/998/1100 to 1989 C-GRH001	£90.02
1275cc pre 1989 C-GRH002	£89.74
Mk1 + Clubman 998/1100 C-GRH03	£88.75
1275GT clubman C-GRH004	£89.90
SPI C-GRH005	£140.60
MPI C-GRH006	£203.64

### Brakes:

For BRAKES go to:  
[www.minispares.com/brakes](http://www.minispares.com/brakes)

We keep a full range of road and race brake parts.

### Brake Parts

Cooper S 7.5" disc and EBC pads MS35	Pr £54.38
8.4" disc and Mintex pads MSSK014	Pr £32.02
8.4"vented disc and pads MS39	Pr £50.99
S caliper Mini Spares R/H 27H4656MS	£72.00
S caliper Mini Spares L/H 27H4657MS	£72.00
8.4" type Mini Spares caliper R/H 37H8128	£65.17
8.4" type Mini Spares caliper L/H 37H8129	£65.17
S Disc conv. + Mini Spares caliper C-AJJ4028MS	£479.71
S Disc conv + AP caliper & Timken bearings	£642.42
S brake disc shield set MSSK1400 R/H	£21.16
S brake disc shield set MSSK1401 L/H	£21.16

### Master Cylinders and Servos

Mk1/2 brake servo cast body 21A1293	£216.00
Mk3 servo and non gen fitting kit SEN43	£174.24
Servo 1988 on GSM119	£126.00
Single line plastic canister GMC171	£44.40
Single line metal canister GMC171ORIGINAL	£72.00
Single line Cooper S - larger metal tank GMC172	£72.00
Diagonal split GMC167	£102.00
Front to rear dual line -pre servo GMC227	£73.20
Front to rear dual line 1988 on GMC90376	£80.40
Rear brake pressure valve 21A1774	£73.20
Brake limiter valve PDWA 1978 on.FAM7821	£87.60

### Brightwork:

For BRIGHTWORK go to:  
[www.minispares.com/brightwork](http://www.minispares.com/brightwork)

### Brightwork & Trim

All Mini Spares chrome and brightwork items are top quality and made to fit correctly.

Inner/outer door moulding set Mk4 > MSSK2104	£43.91
Headlamp Rings - Stainless steel 500929MS	£10.50
Headlamp Rings - Chrome-on-brass 17H5143	£17.88
S/steel inner headlamp ring DHF10001OSS	£11.81
Fluted deluxe chrome wheel arch trim GZF105A	£15.60
Flat standard chrome wheel arch trim GZF107A	£7.80

### Bumpers

Mini Spares stainless steel bumper	£58.80
- fits BETTER than Rover original! DPB10166	£58.80
Bumper non-genuine s/steel DPB10165MS	£34.80
Bumper non-genuine chrome 14A6779MS	£27.60
S/steel Mk1 overider/corner bar kit MSSK025	£124.26

### Mk 1 Classic Grilles

AS AN ORIGINAL SUPPLIER TO ROVER all our grilles and surrounds are manufactured by craftsmen to fit PROPERLY - as you would expect. Beware of inferior cheap imported grilles offered by some competitors.

14A7299 Austin Mk1 wavy grille slat grille	£77.38
8B12507 Mk2/3 style also available	£74.88
24A198 Austin Cooper & "S" Mk1 -11 thin slats	£75.60
24A2158 Morris Cooper & "S" Mk1 wide slats	£75.60
8B12506 Morris Cooper Mk1 stainless steel, with 6" spotlight holes	£77.69

### Mk 2/3 Grilles

CZH4015MS Black grille Mk2/3	£50.40
GRILLE 03 Black grille kit Mk2/3 with 3 surrounds, seatings and fixings	£81.40
ALA6654MS Brightwork grille Mk2/3	£56.16
GRILLE02 Brightwork grille kit with 3 surrounds, seatings and fixings	£87.16

### Cooper Grilles

ALA6669 Internal release, full slat, alloy, genuine, brightwork grille	£50.10
GRILLE 05 as above with 3 surrounds/seatings and fixings	£72.40
ALA6668 External release alloy genuine brightwork grille	£50.10
GRILLE 04 as above with 3 surrounds/seatings and fixings	£72.40

### Mk2 Stainless Steel Grilles

8B12504 Heavier duty 430 automotive quality s/steel grille	£66.60
8B12502 As above, with spotlight holes	£84.60

### Grille Surround - Mk2

Grille 10 Grille surround kit	£43.79
Also available separately	

Includes plastic seatings FULL KIT £43.79

merry  christmas  
[www.minispares.com](http://www.minispares.com)



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than you think!

**WE STOCK OVER 10,000 PARTS!**

Many **NEW** and **VERY RARE** parts are available to buy in our dedicated shop in Calne or visit our online service

**BADGES**

MK1 Boot scripts: Mini or Cooper / Seven / Austin	£13.49/£8.06/£11.94
'S' Script - MK1 (Large or Small)	£8.38 each
Boot lid scripts: 1275 / 850 / 1000	£17.10/£10.32/£9.83
Austin Cooper / 'S' Bonnet MK1	£15.23
Morris Cooper / 'S' Bonnet MK1	£39.59
Morris Cooper / 'S' Boot MK1	£31.44
Cooper 'S' MK2 Boot insert - Austin / Morris	£11.70
Cooper 'S' MK2 Boot bezel	£33.96
Cooper MK2 Bonnet insert - Austin	£13.84
Cooper MK2 Bonnet bezel - Austin / Morris	£18.11 each
Mini Minor MK1 - Boot	£23.99
Austin / Morris Cooper 'S' MK2 - Bonnet insert	£11.80/£13.06
Austin / Morris Cooper 'S' MK2 - Bonnet bezel	£18.11 each
Morris MK1 - Bonnet badge	£35.34
Austin MK1 - Bonnet insert	£23.94
Austin MK1 - Bonnet bezel	£22.63
MK3 Cooper 'S' Boot	£19.20
Mini Special boot badge	£20.40
Speedwell cast badge	£16.08
1275 GT boot - Red or Black	£20.40 each
1275 GT boot - Silver or Black	£22.25 each
1275 GT grille badge	£12.00
Mountain rocker cover plate	£10.21
Mk1 Horn push - Austin or Morris	£49.62
<b>B.M.C. Rosettes, S.T. stickers, engine bay/Rocker cover stickers, etc., all in stock - Please call/email for our extensive range!</b>	
1275 GT stripes (8 colours in stock)	£25.54
Clubman Estate stripe sets	£54.00
Winged Mini badge (Non Genuine)	£9.00
GB badge (chrome on brass)	£18.00
Paddy Hopkirk accelerator pedal	£8.12

**SUSPENSION & STEERING**

Spax/Koni gas adjustables (Std, Lowered or Estate)	£71.99/£70.98 each
Standard shocks / Gas-a-just	£15.34/£33.94 each
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E62.82	Rear valence	E14.76
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# WELCOME



There was an obvious theme across the Minis featured this month - they were all built with performance in mind, whether for the track or the street. All of the owners we met were looking for more from their Minis, and it was fascinating to hear their different approaches and the methods they'd applied, just as it was great to see the finished Minis in the metal.

There was also a not so obvious theme, and it was a pleasure to discover it. As Minis have always been the perfect candidate for a first car, they have also always made great parent/child projects. Over the years, I've lost count of the number of feature car owners who have got into Minis because of family connections, because they remembered helping out with or travelling in a Mini when they were small, or have very fond memories building or restoring their first Mini with their parent. Not many cars can trigger such fond, family memories.

Arthur Springthorpe reckons he wouldn't have got his neat street racer (p44) built without the help of his Dad. Jordan Godsmen (p12) built his Mini as a learning project with his Dad and has ended up with one of the cleanest, trickiest Minis we've seen in a long time. Richard Sharp (p50) tells us his father-in-



law has been his right hand man throughout the build of his Pickup.

None of these cars were built to bear L-plates, or the indignities that are usually inflicted on those driven by freshly qualified drivers. They are fully rounded, very mature projects. But it's great to see that the Mini, even for older owners, is still a great way to bring family members closer together.

If you've got a great Mini story to tell, we'd love to hear it. Whether your car is show ready, or still resting on stands in the garage, awaiting the first touch of a spanner, we want to hear about it. Until next time,

**Gerard Hughes**  
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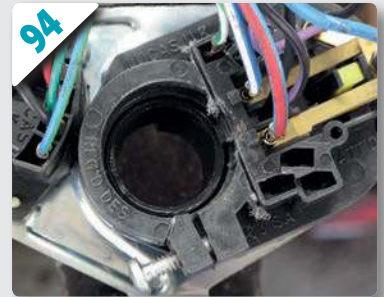
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EBC Green pads 4 pot calipers	£44
Mintex rear shoes	£13
Mintex front shoes	£14

## Brake Disc & Drum

Disc Cooper S - 7.5"	Each £25
Disc Mini '84 on - 8.4"	Each £14
Drum standard	Each £12
Drum spacer type	Each £18

## Std. Disc Brake Assemblies

7.5" Cooper S Disc brake assembly	£675
8.4" '84on Disc brake assembly	£636
12" to 10" Disc brake conversion kit	£180

## Cooling

### Radiators

Alloy 2 core	From £102
Standard 3 core	£68
Mini SPI radiator	£123
Mini MPI radiator	£82
Expansion tank & cap - MPI	£80
Thermostats	From £3
Radiator caps (7-15lbs)	From £3

### Fans/Belts

11 Blade plastic fan	£14
6 Blade steel fan, yellow	£44
Fan belts	From £4

### Water Pumps

High capacity	£16
MPI water pump	£16

### Heater Valves

Cylinder head mounted valve	£18
Inline valve ('90-'96)	£28
Inline valve MPI ('97on)	£28

### Heater Matrix

Mk1 & 2 '59-'69	£78
Mk3 '70-'84	£51
Mk4 '84-'90	£48
Mk5 '91-'01	£61

## Gaskets, Sets & Seals

Engine full set	From £11
Gearbox set - all Minis	£9
Head full set	From £10
Copper head gasket	From £9
Manifold gaskets	From £2

## Fuelling

### Single SU Carbs

HS2, HS4, HIF44	From £340
<b>Twin SU Carbs Kits</b>	
1 1/2" HS2	£934
1 1/2" HS4	£936

### Service Kits

HS2/HS4	£35
HIF44	£38
Twin HS2/HS4	£55

### Fuel Pumps

Mechanical	£28
Electrical	£65
Injection	£170

## Standard Exhaust

Catalytic converter	£70
Injection downpipe	£50
998/1098/1275 Twin silencer	£63
Estate/Van/Pick-up Twin silencer	£69
Standard CAT type system	£94

## Reconditioned Engines

Over 50 years Mini  
Sport have been  
producing a range  
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customer satisfaction.

### Engines

Engine	+ Gearbox
998cc - A series, A+ & Cooper	£2198 £3392
1275cc - A series, A+	£2168 £3430
1275cc - Cooper Carb	£2234 £3505
1275cc - SPI and MPI	£2164 £3436
Surcharge from	£1000 £1333

+ = Engine and Gearbox

(all prices are exchange, we need your old units)

## Reconditioned Gearbox

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Rod type gear change - 850cc to 1275cc A series	£746
Rod type gear change - 998cc to 1275cc A+	£753
Remote type gear change - 850cc to 1275cc	£729

(all prices are exchange, we need your old gearbox)

## Gearbox Repair Kits

<b>Bearing Kits</b> Full set of Top Quality gearbox bearings manufactured for Mini Sport, perfect for reconditioning.	
A series rod & remote type gear change	£97
A+ rod type gear change	£99

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Gearboxes.

A series rod and remote	£227
A+ rod change	£224

## Alternators & Starters

16/17ACR pre '80 NEW	£52
45 Amp '80-'85 exchange	£72
55 Amp '85-'96 exchange	£55
70 Amp '85-'96 inc SPI NEW	£68
MPI '97-'01 exchange	£100
Dynamo - NEW	£67

### Starter Motors

Pre engaged type - NEW	£78
Inertia type - NEW	£56

## Wiring Looms

Mk1/2 Mini, Cooper & 'S'	From £190
Van/Traveller/Pick-up	From £230
Mk3 Mini, Cooper & 'S'	From £230
Mk4 2 or 3 clock	From £310

## CV Joints Inner & Outer

Outer CV joint - drum	£35
Outer CV joint - disc	£38
Inner CV pot joint	£36
Rubber drive coupling	£30

Rubber boot kit outer CV

Rubber boot kit inner CV pot joint

## Wheel Bearings

Front drum brake	£11
Front disc brake	£12
Rear	£12
TIMKEN front disc brake	£51
TIMKEN rear	£48

## Swivel Hubs

Fully built standard hubs with ball joints & bearings	Each £116
Standard front hub	Each £53
Standard rear hub	Each £35

## Drive Flanges

Manufactured to Original Specifications

Drum brake type	Each £26
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8.4" Disc type	Each £26

## Suspension Parts

Rubber cone, Genuine	£44
Top arm RH	£58
Top arm repair kit	£13
Bottom arm LH or RH	£40
Bottom arm bush	Each £2
Tie rod with bushes	Each £14
Tie rod bush, standard	£1
Radius arm, exchange	£119
Radius arm repair kit	£10
Top shocker mount RH or LH	£13
Ball joint kit (1 side)	£8
Knuckle joint	£4
Bump stops	From £4
Rebound buffer, front	£3

## Shock Absorber Kits

Car set of Adjusta Rides & 4 shockers.

Gmax shocker kit	£182
KYB Oil shocker kit	£140
KYB gas shocker kit	£178
KYB Gas Adjust kit	£225
Bilstein B4 shocker kit	£161

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KYB Gas shock absorbers	Each £32
KYB Gas Adjust	Each £38
Bilstein B4 Gas	Each £21
GMAX shock absorbers	Each £25





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Bonnet Mk2on	£162	£189
Boot floor & battery box	-	£245
Boot floor rear repair	£28	-
Battery box	£29	£60
Door skin Mk3on - RH/LH	£42	£93
Door step, shaped - RH/LH	£15	£90
Floor panel front to rear	-	-
inc sill RH/LH	£84	£112
Front floor well - RH/LH	£27	-
Front panel '76on	£66	£200
Front panel to '76	£74	£200
Clubman front panel	-	£246

MAGNUM



Panels	Non-Gen	Genuine
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Front wing - late	£59	£107
Front wing - Clubman	-	£122
Pocket closing plate	-	£15
Pocket filler	£6	£14
Rear floor well - RH/LH	£37	-
Rear valance all models	£19	£59
Rear valance closing assembly	£27	£41
Rear wheel arch	£64	£97
Screen corner repair	£17	-
Scuttle screen lower complete	£50	£143
Seam cover front	£12	£18
Seam cover rear	£13	£20
Sill inner repair - RH/LH	£17	-
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Sill outer 9" Mk3on - RH/LH	£26	-

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Weber & SU carburettor manual	£16
Mini restoration manual	£21
Mini Cooper - Rally giants	£16
Ultimate Mini restoration manual	£40
Mini Essential buyers guide	£12
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Mini Minor to Asia Minor	£16
1275 A-Series manual	£42
Anatomy of the Works Mini	£20
BMC competition secrets	£25



The Mini scrapbook	£20
The Self Preservation Society	£45
- Italian Job book	£45
How To Prepare	£25
- A Historic Racing Mini	£25
Tony Ambrose autobiography	£15
- Ever the Bridesmaid	£15

## Subframes



Front - dry suspension type	£485
Front fully built, to '97	£1985
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Rear - dry suspension type	From £244
Rear - dry suspension type - POWDER COATED	From £265
Rear Mini Sportspack '97on	£456
Rear fully built to '97	£2054
Rear subframe fitting kit	From £29
Rear subframe trunion, rectangular or stepped	£22

## Windscreens



### Front Screens

Clear	£36
Clear heated	£238
Tinted	£46
Tinted heated	£208
Top tinted	£44
Top tinted heated	£218
Rubber seal	From £9
Locking strip	£7

### Rear Screens

Clear	£113
Clear heated	£195
Mk1 clear	£145
Mk1 clear heated	£232
Rubber seal	£9
Locking strip tool	£12

## Body Seals & Finisher Strips

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Rear 1/4 glass seal - fixed	£10
Mk3 door seal	£14
Mk3 door inner chrome strip	£14
Door outer chrome strip	£17
Mk4 boot lid seal	£9
Mk4 bonnet drip rail	£7
Sill trim late - black	£8
Sill trim chrome deluxe	From £13
Roof gutter trim - black	£11

## Hinges & Fittings

Door hinge set - external	£137
Door hinge set - internal	From £71
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Door check arm assembly	£9
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## Carpet Sets

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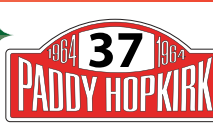
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STREET RACER

# RETR





# OSPECTIVE

**When a race mechanic and Formula One engine builder restored a Mayfair the result was a work of art from the father/son team.**

Words Martyn Morgan-Jones Photography Matt Woods

**S**ince beginning his career as a race mechanic, Jordan Godsman has certainly climbed the ranks. Quickly too. Having spent three and a half years at club level racing, he moved to Team BMR in 2017, and went on to win the British Touring Car Championship title with Ashley Sutton. In 2018, he joined Hitech GP as Number 2 mechanic. He is now Number 1, currently looking after FIA Formula 3 Red Bull Junior Team member, Jüri Vips and travelling the globe in the process.

## PRACTICAL

Of course, working in motorsport, especially at the higher echelons, means that Jordan is dealing with cutting edge technology. Technology that requires the very best of skills. Well, Jordan undoubtedly possesses such skills. Some he acquired whilst at college. The others however - the practical skills in particular - were home-grown. What's more, thanks largely to Tim, Jordan's dad, they were honed to perfection on a Mini.

"College was fine," recalls Jordan. "But it didn't really provide enough in the way of practical work. Dad suggested I buy a car that we could work on together. This would not only help me develop my practical skills, I would also end up with a decent car at the end of the project. After some discussion, we decided a good choice would be a classic Mini."

## MAKING CHOICES

A good choice indeed. Except, finding a decent example, within budget, was not at all easy.

"We looked at quite a few for sale," muses Jordan. "None were particularly good. Eventually, I spotted a 1985 Mayfair on eBay and bid on it."





# STREET RACER

Jordan redesigned the dash after the standard clocks became invisible with the new seating position.



Dash design was inspired by a Mk1 Escort.



Unfortunately, I didn't win. But, the seller later contacted me to say that the winning bidder dropped out. I ended up buying the Mayfair."

"In hindsight, I should have gone to inspect the car. Although it looked reasonable, we found serious rust issues, lots of filler and bodged repairs."

Nevertheless, in for a penny, in for a pound (well, lots of pounds as it transpired). The car had been bought, and Jordan and his dad committed to the project. Having stripped the Mayfair completely to a bare shell, it was sent off for blasting. This proved to be very revealing... quite literally.

## SHELLING OUT

"It wasn't that good before," says Jordan grimacing. "But when the shell returned from blasting, there were holes everywhere. It quickly became obvious that the project was going to be somewhat more involved than anticipated."

"Dad and I chatted about how best to proceed, and decided not to patch the shell together. Instead, we bought new panels. Thirty-three in fact! I didn't realise a Mini was made up of so many!"



Over a seven month period, Jordan and his dad spot welded, plug welded, and joggled their way through the miscellany of metalwork. When the rebuild was complete - which resulted in a seriously sound and very strong shell - it was taken to Nick Sellers in Harlow to be painted Old English White with a black roof. A classic combo which suits the car to a tee. And perfectly in-keeping with Jordan's vision of a retro-styled Mini.

"From the outset I planned to back-date the Mayfair, to make it look like a tuned Mini might have looked back in the '60s," he elaborates. "I wanted the exterior to look as clean-lined as possible. I even ended up selling the MkIII front grille I planned to fit. It was too fussy."

"I replaced it with a MkI grille, minus surround and removed the front lip from the bonnet (the bonnet has deadlocks so it can't be stolen!). The Cibie headlights



Corbeau low backs perfect for the retro look.

are from Dad's Escort. The end result is a neat and simple front end."

## FIT FOR PURPOSE

Neat and simple, nonetheless very appealing visually. The same is true of the interior. The rear seat has been dispensed with and Jordan, who's quite tall, installed a pair of Corbeau seats up front, albeit with a few bespoke parts.

"Because I needed to mount the seats further back, I asked Corbeau to supply unwelded, unpainted, seat frames. We modified these so that the seating positions were perfect. We also fabricated a rear strut brace. It's bolted to the shell in ten places, and used as a harness bar."

The brace is a work of art. Even so, in terms of uniqueness, and complexity, it



Jordan and Tim have invested a huge amount of time, skill and cash into the Mini.



## "The project was going to be more involved than anticipated"

pales into insignificance when compared to the dashboard. Without doubt, the unique custom built dashboard is this car's 'pièce de résistance'.

### CUTTING A DASH

"Due to the revised seating position, I found that I couldn't see the instruments when a standard dash was fitted," explains Jordan. "Dad used to own an Escort Mk1, and I always liked its dash and instrument layout. So, I spent seven weeks crafting a one-off dash that had a similar look. It's constructed from alloy tubing which was heated and bent into shape, then wrapped with aluminium sheeting to form the binnacle.

"Caerbont Automotive made the instruments, which have blue backlighting, to my specification/design. The dash face is one of several designs I drew up on the computer. It was laser cut by a local company and the binnacle was sent off to be professionally wrapped in upholstery foam and black vinyl."

In addition to the dash/binnacle, Jordan also custom-made many interior parts including the radio panel, switch panel, heel board (with 6x9 speakers), door panels etc. Plus, the fuel and brake lines run through the interior and have hand-made protective covers.

"I chose a Sparco quick-release steering wheel, in suede, and spaced it

slightly off-centre to provide more legroom," Jordan tells. "There's a drop bracket too. To make the column more rigid, I welded it to the pedal box. The Paddy Hopkirk pedals were given to me by my Uncle. They're off a Mini that he'd once owned."

### NEW FOR OLD

The purchase of the Mayfair included a number of boxes crammed with parts. Sadly, few parts were found to be of a good enough condition to find their way on to the car.

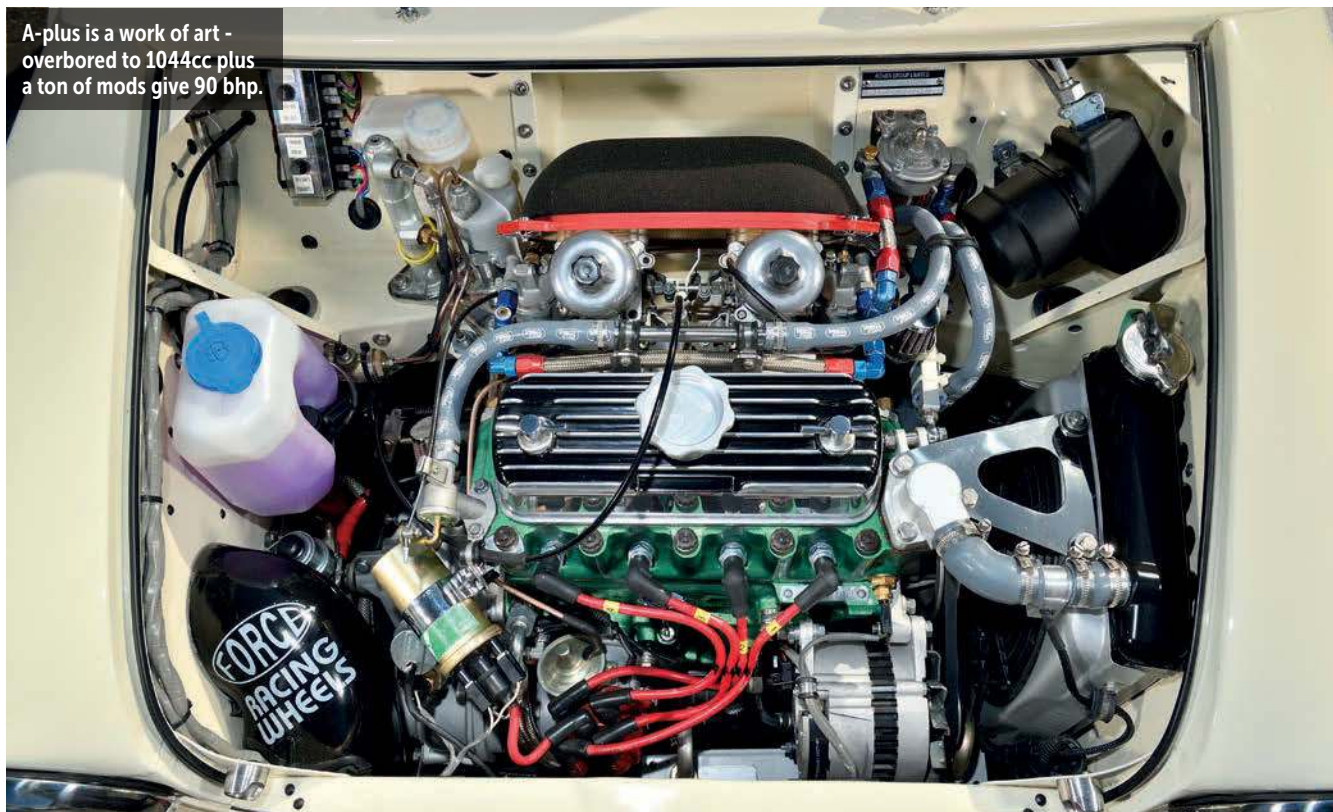
"To be honest, if pushed, there were some parts we could have used," appreciates Jordan. "But, we wanted the build to be of the highest quality. So, new components were bought, and we did a dummy build first."

"This threw up a few issues. We had to make a platform for the oil cooler to



# STREET RACER

A-plus is a work of art - overbored to 1044cc plus a ton of mods give 90 bhp.



## TECH SPEC

### BODY

Modded 1985 Mayfair in Old English White.

**ENGINE** 1044cc, modified head, bigger inlet and exhaust valves, unleaded seats, 1.5 roller rockers, race pushrods, Manifold LCB manifold and straight-through exhaust system, twin HS4 SUs, ITG air filter with heat shielding, flat-top pistons, lightweight steel flywheel, balanced and lightened rods, steel centre strap, modified oil pump, duplex chain, 10-row oil cooler. Power: 90bhp.

**SUSPENSION** GAZ shortened dampers, rear Hi-Los, polybushes, solid-mounted and strengthened front subframe, DSN billet brackets.

**TRANSMISSION** Four-speed, straight-cut with MED drop gears, S/C gearset, 3.4 final drive, competition driveshafts, road rally clutch, quick-shift.

**BRAKES** Minisport 7.9 inch front disc conversion and Minifin rear drums. Modified and adjustable pressure valve.

**WHEELS AND TYRES** 6.5x10 Force Racing split-rim wheels with 165/70/10 Yokohama A0008 tyres.

**INTERIOR** Corbeau front seats, four-point seatbelts, bespoke dashboard and CAI instrumentation, rewired throughout with fuseboxes, harness bar, cold air vents, brushed and clear-coated aluminium doorcards, new screens and rubbers, Aston Martin headlining, Paddy Hopkirk pedals, carpets and soundproofing, fire extinguishers.



Even the SUs have been carefully reworked.



sit in the airflow. Even then, to provide clearance, the thirteen-row had to be swapped for a ten-row. Dad also had to shorten the water pump by 15mm in order to get it to clear the radiator cowl. And, we had to offset the cowl to get the electric fan to fit"

## SMALL BORE

A lot of fettling went on in the underbonnet area, an area that Jordan would have liked to house a 1380 engine, or similar. Unfortunately, because of his youth, the insurance companies wouldn't play ball. The upshot being that this Mini's motivation is provided by a more insurance-friendly one-litre A-plus engine. But, it's not any old A-plus.

"We did strip the original one-litre," says Jordan. "But it wasn't very healthy. The oil was black and sludgy, the head was worn, and the bores were scored. Fortunately, Dad was working for an

engine reconditioning firm at the time, and they offered him an A-plus and gearbox for just £70."

"Although I've built and modified a lot of engines, Dad used to be an Formula One engine builder, and it made sense to learn from his decades of experience. He did a lot of the engine work. The block is bored to 1044cc, the crank's been knife-edged, the rods lightened and balanced, there's a steel strap on the centre main, the head's ported and polished and has slightly bigger inlet and exhaust valves, race pushrods, hi-lift rockers, and a reprofiled Metro cam."

"To improve airflow, the ports have been matched to the manifolds and Dad modified the twin SUs. A lot of the work was done using information gleaned from David Vizard's book: 'Tuning the A-Series Engine.' It's an absolute mine of useful information."

Thanks to the Vizard-inspired





The Mini thrives on revs and thanks to extensive suspension work, handles 'like it's on rails.'

## "I went after the retro look with a few modern twists"

modifications, combined with Tim's wealth of engine experience, his sublime skills, and Jordan's expert input, this feisty four-pot produces an extremely healthy 90 bhp... some 18bhp more than a healthy, standard, 1275S. Tim also reports that it's quite tractable, although for best performance it does have to be revved. To ensure that the engine delivers its power effectively, the gearbox has been rebuilt by Kelvin Edgar.

"Kelvin has been a huge help throughout," impresses Jordan. "He has loads of Mini experience, and he's also raced in Mini 7."

The gearbox now features MED straight-cut drop gears, a NOS BL straight-cut, close-ratio gearset a 3.4 final drive, and a road rally clutch. Competition driveshafts have also been fitted after Jordan broke one of the standard items due to an over-enthusiastic traffic-light getaway!

### PLANTED

Not only is the much-modded Mayfair an accelerative little beast, it handles and stops rather well too.

"I spent quite a lot of time talking the guys at Force Racing, to ensure that the 10 inch split rim wheels, which I'd chosen in place of the original 12 inch wheels, would clear the brakes, and fit perfectly under the slim arch extensions I'd gone for," reveals Jordan. "The arch extensions were painted body colour. Tyres are sticky Yokohama A008 rubber."


"I didn't want to overboard with the suspension though, as I wanted the car to be everyday useable. I fitted GAZ shortened dampers, plus Hi-Los at the rear, H/D adjustable bottom arms, polybushes, and the front subframe is solid-mounted and strengthened. There are DSN billet brackets too."

"After fitting everything, I played around with the setup to find a happy medium, and it now handles like it's on rails. And, thanks to the 7.9 inch discs, four-pot calipers, Minifins, and having tweaked the adjustable pressure valve, the car stops on its nose."

### HAPPY DAYS

"I went after the retro look with a few modern twists, trying to keep it tasteful,



which I feel has been achieved," enthuses Jordan. "And, the perception of speed, handing, power, braking etc is so different to modern cars with all their driver aids. You really have to drive a Mini. This car really brings a smile to my face because it's a proper raw, back-to-basics, driving machine." 

## THANKS TO:

My Dad for his time, skill, patience, parts, and knowledge. If it weren't for him, I'd have packed it up and shipped it on a long time ago! Thanks to my Mum, family and girlfriend for their understanding and support throughout.





L to R: Kevin Conway, Matthew Field, Remy Julienne, David Salamone and Neville Goode.



Neville meets Remy again!



## GETTA BLOOMIN' MOVE ON

Italian Job sewer location commemorated 50 years on

**N**ot a lot of people know that the Italian Job's famous sewer scene was shot in a suburb of Coventry. Some 51 years later, that's been put right with a special commemorative plaque, unveiled during a ceremony on October 18. The plaque marks the spot where Minis were lowered by a crane into the then-unfinished sewer system in Stoke Aldermoor, back in September 1968.

The project was led by local man Kevin Conway, who spent 16 months trying to identify the exact spot where the cars were

lowered down into the pipes. During this quest, he met with the crane driver, Neville Goode, who had lent a pair of gloves to the stunt driver, Remy Julienne. Remy and Neville were reunited on the day! The plaque itself was unveiled by David Salamone, who played Dominic in the film, while expert commentary was provided by author, Matthew Field.

The cars were special too. A trio of red, white and blue Italian Job replica Minis courtesy of Gareth Davies from [www.theitalianjobminis.com](http://www.theitalianjobminis.com) passed as close to

the sewer as is now possible, while Matthew and David arrived in the 10 millionth Mini to be built – a 2019 Mini Cooper S 60th Anniversary Edition. Spectators also arrived in Minis to mark the occasion, joined by Italian Job Tour participants Roger Bailey and Michael Jones donning the famous blue overalls.

The day was rounded off with a screening of the film at the nearby Life Centre, where Remy stayed until the very last second to sign books and memorabilia for fans.

## DREAM CARS

Discovery show at BMH

■ In November, Mike Brewer returned to British Motor Heritage but this time he brought a TV crew with him. As part of a brand new Wheeler Dealers spin-off Mike Brewer's Skill Shops, Mike filmed an episode on British Motor Heritage and the reproduction of Mini shells.

Martin Davies of BMH enlisted the help of Tanya Field to round up some Minis and their owners to be part of the programme. A great day was had by all. Mike Brewer's Skill Shops will look at specialists (mostly in the US) but with some focus on the UK.







## MOTERING BOOK OF THE YEAR WINNERS

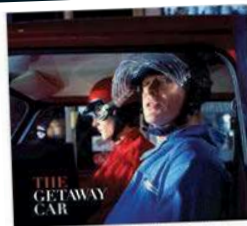
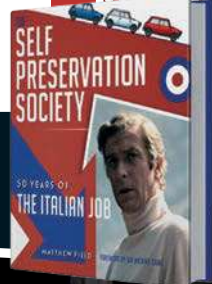
Prestigious awards from the Royal Automobile Club

■ The Royal Automobile Club Motoring Book of the Year awards took place on Wednesday 30 October at the Club's historic Pall Mall clubhouse. John Haynes OBE creator of the iconic Haynes Manual and founder of the Haynes Publishing Group was posthumously awarded the Lifetime Achievement Award in recognition of his significant contribution to the UK's motoring book industry.

His wife Annette Haynes collected the award on his behalf and said, "John would have been immensely honoured and amazed to receive this award. He always said that the success of Haynes Publishing was not him alone. I know he would be quick to dedicate it to all the people that supported and helped the business throughout the years."

The accolade of 'Motoring Book of the Year' went to Matthew Field for 'The Self-Preservation Society 50 Years of the Italian Job', published by Porter Press International. A unanimous decision by the judges.

The 335-page book includes more than 50 in-depth interviews with the cast and crew, and is beautifully illustrated with hundreds of never-before-seen photographs and production documents from the filmmakers' private collections providing a fascinating, and a behind-the-scenes look at how the British classic made its way to the big screen. It also includes a foreword by Sir Michael Caine and an introduction by Academy Award-winning Producer Michael Deeley.



## HOT MINI PREMIERE

New JCW GP UK pricing announced

■ The new MINI John Cooper Works GP, the fastest model ever produced in the 60 year history of the brand, will be offered in the UK at a price of £33,895. Built at MINI Plant Oxford in a limited edition number of 3,000 vehicles, the GP sets new standards for performance in the premium small car segment. It features a four-cylinder turbocharged engine delivering 306 bhp, individual chassis technology and aerodynamically optimized body features.

Complete with the racing know-how of John Cooper Works, the new GP also recorded a lap time on the Nordschleife at the Nürburgring of less than eight minutes. The new MINI John Cooper Works GP made its world premiere at the Los Angeles Auto Show in California, which was open to the public from 22 November to 1 December 2019.



## ROLL OUT THE RED RUG

Judges named for RRC top tuned cars

■ The Revving Red Carpet have announced their expert panel to find the top 20 tuned cars of 2020. They are the Director of the Automotive Lifestyle brand SlammedUK, Jordan Clarke, Coventry based car meet 'Dub Club' organiser Ian Cook and Liberty Walk Director, James Pearman. The panel will judge categories including exterior, interior and mechanical quality as well as taking into account the owners individualism and technological expertise. The Performance & Tuning Car Show 2020 takes place at the NEC, Birmingham, on January 11 and 12, 2020. Tickets for the show are also valid for the Autosport International and the Live Action Arena.

[www.autosportinternational.com/tickets/](http://www.autosportinternational.com/tickets/)





# Mini Fair 2020

Sunday 26 January 2020



Visit Bingley Hall for the UK's largest indoor Mini event



## WELCOME

**B**ritish Mini Club are very proud to be celebrating the 21st year of Mini Fair, they kick off the new year in style with their mega indoor event held annually at the end of January - a winter highlight attracting thousands of Mini fans from all over the UK and beyond. Mini Fair is one of the most well established and well-organised National Mini Events of the year, with something for every enthusiast. They have use of the best showground facilities in the country for staging the event (whatever the weather!). With excellent indoor facilities including 200 seater restaurant and bars, two levels of exhibition space, the main hall and two side halls with over 6,000 sq metres and tarmac roadways with ample free parking. It's also within easy access of the M6. Highlights of the day include the club displays, charity auction and Minis for sale.

## Join the BMC

The membership team are available all day in the membership centre to help you become part of one of the largest Mini clubs in the UK.

## Traders

Over 100 trade and auto jumble stands are expected at Mini Fair, selling every type of Mini part imaginable.

## USEFUL INFORMATION:

Doors Open 9.30am

Advance Tickets £12.00 per person. Day Price £15.00 per person.  
Children Under 12 years have free entry when accompanied by an adult.  
Bingley Hall, Staffordshire County Showground, Stafford, ST18 0BD  
For more information see: [www.britishminiclub.co.uk](http://www.britishminiclub.co.uk)

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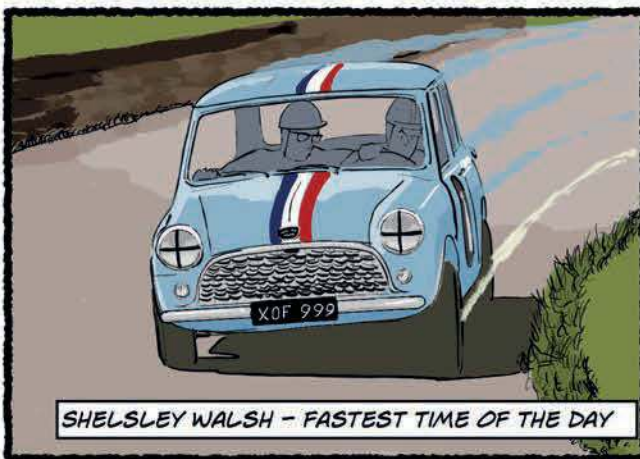
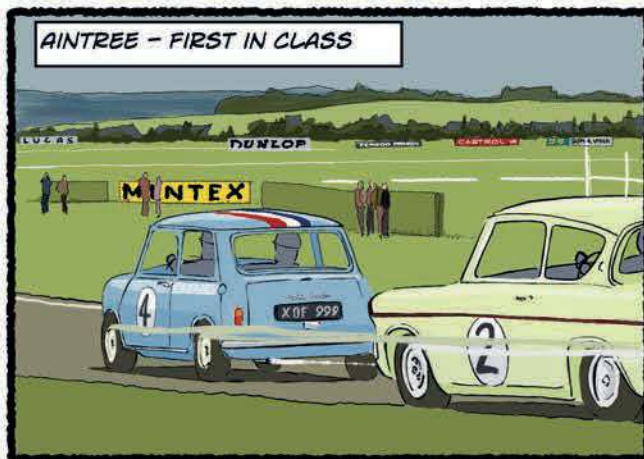
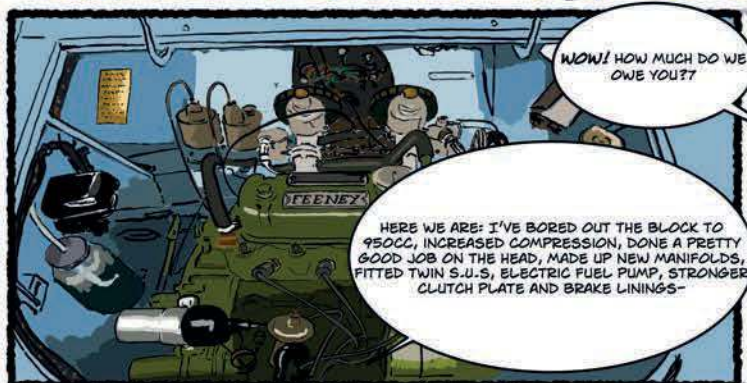
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# RUBERY & OWEN

Will Feeney





## FINAL WINTER CHALLENGE POINTS

### MIGLIA

1st	C Peacock	80 (99)
2nd	S Wright	57
3rd	J Thompson	39

### SE7EN

1st	J Smith	80 (99)
2nd	A Deviny	75 (91)
3rd	D Burger	75 (93)

### S-CLASS

1st	C O'Brien	80 (100)
2nd	G Daw	55
3rd	B Cutler	54

### LIBRE

1st	P Harvey	11
2nd	G Warburton	9



# WINTER WARMISH

Words Richard Williamson Photography Matthew Barrington

## Rounds 3, 4 and 5 of the 2019 Dunlop Winter Mini Challenge

**T**he Mini racing season concluded at Brands Hatch on 9-10 November with the now traditional O-Plate Trophy and with new champions in the revived Winter Challenge. The event was supported by Mini Spares.

After making a brief debut at Brands a couple of seasons ago, Stuart Wright brought James Cuthbertson's borrowed car home second in class on all three occasions, and in doing so secured the Miglia Novice award for his efforts.

The battle among the Mini Se7ens was a lot more intense, National Champion Jeff Smith doubling his major trophy haul for the year with a trio of class wins too, and joining Peacock for the honour of carrying the coveted #0 in 2020. However, he was made to work hard by Dom Burger each time, but who unfortunately picked up a 10s jump start penalty in the opener which elevated Andrew Deviny up a spot, the latter stymied by fuel pump issues in the second race before recovering for third in the final. Novice champion-elect Glen Woodbridge picked up a third in class, while fellow novices Arnold Duncan (in Spencer Wanstall's car), Nigel Davies (like last year, in Olly Window's machine) and Jordan Sims, along with Jo Polley

completed the Se7en runners.

In Mini-7 S-Class, Connor O'Brien added to his Silverstone double from March with a further trio of maximums to secure the Winter section, while this year's National Challenge-winning machine of Scott Kendall saw new owner Greg Daw debut in the category having recently secured Mighty Mini honours. A couple of second places were just enough to edge out Ben Cutler and Ben Butler after some epic battling throughout, the former also

bagging the newly established S-Class Novice award, plus the Graham Hill Trophy for Under-17-year olds. The Winter Mini Libre title went to Phil Harvey.

Next up on the M7RC's calendar is the Annual General Meeting and Technical Discussion on Saturday 23 November, with the much anticipated Awards evening booked for 18 January 2020. Both are at a new venue, The Marriott Forest of Arden Hotel & Country Club in Warwickshire. 





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Steve Entwistle was delighted to pilot 6 EMO to victory.



Words Steve Entwistle, Tony Jardine and Neil Johnson Photography Mini Sport

## RAC RALLY OF THE TESTS

### Roaring victory for Paddy Hopkirk's Cooper S

**W**hen 1964 Monte Carlo Rally winner Paddy Hopkirk agreed to loan his Mini Cooper S 6 EMO to Steve Entwistle for the RAC Rally of the Tests, he did it on one condition. "They'd better win!" And after finishing third and second of previous Tests, Steve and navigator Mark Appleton made it onto the top step of the podium with a superb victory on the 2019 event.


They did it in fine style too, leading from start to finish in what was widely acknowledged as the toughest Rally of the Tests ever. After a champagne celebration at the Chester finish, Steve's first thought was to ring his mentor. He said "I wanted to give Paddy the news firsthand, so interrupted him on his cruise to tell him. He seemed pretty pleased!"

Organisers HERO laid out a 750 mile route starting in Torquay and finishing in

Chester, with overnight halts in Bristol and Chester. With 30 special tests and 22 regularities packed into 13-hour days, it's no wonder competitors described it as "bloody gruelling".

There were no last minute hiccups for the rally leaders, who held their nerve to take a brilliant win, the first Mini to take a Tests victory, and the first crew to lead from start to finish.

Steve said "I've spoken to Paddy and told him his car has won with 2 different drivers now, once with Paddy and now me, not even the greats Rauno Aaltonen or Roger Clark managed that feat in 6 EMO, I'm very proud. I've been rallying for 30 years and this the best thing that has happened to me. It's also a win on the Mini 60th Anniversary plus 54 years since a Mini won the RAC Rally! I have been an RAC rally lover since I was three."

"Mark Appleton is faultless, I can't thank him enough. We get on great, he's brilliant, we have been powered by humbugs and cherry menthol sweets as he's been losing his voice a bit... it must be the noise inside the car. This is absolutely brilliant, the man is ace." 





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# LANCASTER INSURANCE CLASSIC MOTOR SHOW 2019

The NEC pays tribute to decades of motoring history

Words Holly Daffurn Photography Gerard Hughes and All-Action.com Sports Photography

In its 35th year, the Lancaster Insurance Classic Motor Show, with Discovery is the largest classic car show in the UK. It spans over three days, and with over 300 motoring clubs in attendance and boasting the UK's largest indoor autojumble, it takes that long to get around all of the displays! It's the perfect place to get hold of that elusive part or special tool, discover new products, catch up with fellow petrolheads and add a few extra inches to your dream cars list.

This year's theme of Top Trumps was a hit, with every stand stepping up to the challenge. With 71,000 visitors through the doors over the course of the weekend, it's safe to say that it was a success!

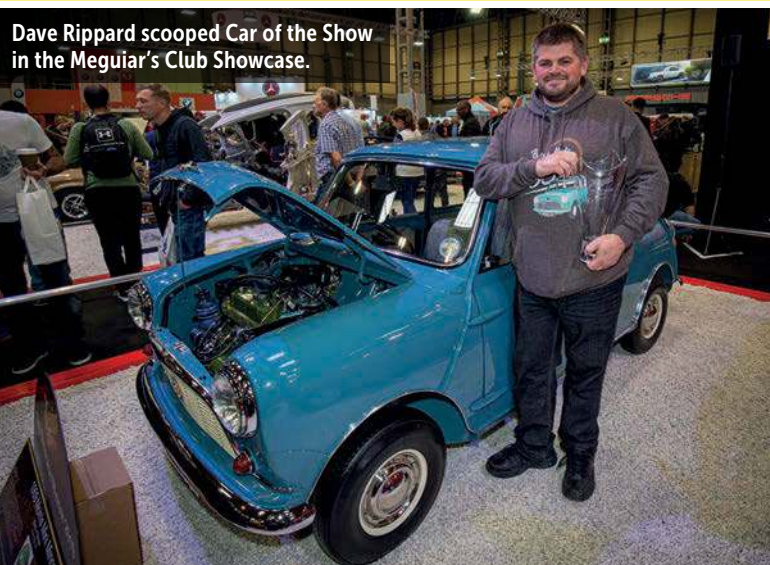
In a world where a future of hybrids and electric vehicles seems inevitable, it's always exciting to see an impressive array of heartstopping classics - everything from a MkI Escort Mexico to a delicious AC Aceca and everything in between. We were especially delighted to see

that the Mini was also really well represented, giving us a fitting finale to our 60th anniversary year.

Event sponsors Lancaster Insurance gave their MkII Mini pride of place on their stand, Steve Entwistle and Mark Appleton displaying their RAC Rally of the Tests winning Morris Mini Cooper S and the winner of the Meguiar's Club Showcase was Dave Rippard's 1959 Morris Mini Minor (which also won Mini Of The Show at Mini Fest

2019). After five hard years working on his Mini, Dave certainly deserves the gong! There were plenty of Minis on show and even more for sale.

To add to the Mini magic, Mike Brewer used the event as the perfect opportunity to show his 1964 Mini Cooper S to the public for the first time (since we brought you the story in our September issue) by bringing it onto the live stage, closely followed by an example of a MkI Mini body shell from British Motor Heritage that



Dave Rippard scooped Car of the Show in the Meguiar's Club Showcase.





Cool Clubby on Quinton MC stand.



British Mini club had a huge presence as usual.



Andy Harrison and Mike Brewer show Frankie off on the live stage.



Even in November, the Mini Moke Club are out spreading the word.

will form part of the rebuild. He was joined on stage by Martin Davies from British Motor Heritage and Andy "Ace" Harrison from Acespeed who is facilitating the resto while Mike is filming in America (though Mike plans on being very hands on whenever he is back this side of the pond!)

He gave us a bit of a shoutout and reminded everyone that as soon as it gets back to Acespeed we'll be giving you the exclusive on every step of the

resto. Mike was keen to highlight the importance of keeping classic cars looked after, safe and on the road – which couldn't have been more apt given the quality of the cars surrounding him.


"We thought it would great to shine a spotlight on trade and industry that is alive and well in the UK. One of them is Andy "Ace" Harrison's business, Acespeed, which is based in Shipley. I want to show that there are true craftsmen out there, still

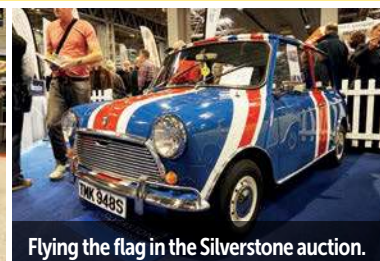
keeping these cars on the road. I also wanted to shine a spotlight on what is possible if you buy your own dream car – an old car like this – and you want to put it back on the road in a very safe and secure way that means it will stay on the road for another 50 years. The lesson here is that you can do this too!"

As well as the live stage, another highlight came in the form of The Sporting Bears who gave around 750 'Dream Rides' throughout the

weekend, with over 80 cars available at the show taking passengers on a ten mile ride. Through their tireless efforts they managed to make just shy of £30,000 for different UK children's charities!

It was an eventful weekend with plenty to see, lots to get excited about and strong representation of the Mini.

Don't forget to put 13-15 November 2020 in your diary, as plans are in place for Classic Motor Show 2020 and it's going to be unmissable. 



Flying the flag in the Silverstone auction.



57 Varieties of Mini!



Offered for sale on the McGurk stand, very tidy 1967 MkII DeLuxe.





# THE WRONG SIDE OF THE ROAD

## Adventures on the road for The Italian Job 2019

Words and Photography Tanya and Jason Field

**W**ednesday 16th October saw us leave Oxford and head to Folkestone for our 3rd Italian Job. This was an extra long anniversary Italian Job, but before you get to Italy, there is plenty of adventure to be had en route. We decided to take the Service Van route - meaning that from the second we left the UK and until our return, we would have the reassurance of knowing that if we had a problem, big or small, the Service Van and its crew would not be very far away to come to our

rescue. Of course, you do need your own European breakdown cover should the very worst happen, but for most classic Mini problems, the Service Crew will fix you and get you back on the road again.

During the 17 day trip, we only needed to call on their services once when our oil cooler let go. Whilst we probably could have fixed the Mini ourselves, we couldn't have fixed it where we were... on the hard shoulder of the Autostrada. The Service Van crew quickly came to our assistance and towed us to the next services, where they fixed us up and had us back on the

road in 10 minutes. However, they can also fix most problems including head gaskets and replacement clutches.

On our way to Italy we stopped at the Dorint Hotel, Nurburgring, and even managed to replicate a photo that we had taken 5 years ago with a different Mini. In order to get the best photo, you need to reverse up a cycle path and position yourself on the grass. We managed to arrive at the Nurburgring just before dusk to get our photo which was fortunate, as when others went to access this spot to take their photo the next morning,

Service Crew are always on hand to help.



Jason at the Nurburgring in the rain!

The chance for some track time at Imola.







Dale and Siobhan Nelson.



and daughter team. Dale lives in Gatwick and Siobhan in Portland, Oregon. This was Siobhan's first Italian Job and she had flown over to the UK to join her dad on his 6th. Dale is a long term Mini owner and has owned this one for 10 years and has two others, however they're currently not up to the rigors of an Italian Job!

Siobhan has grown up around Minis and decided to do this Italian Job with her dad to celebrate her 30th, his 60th, along with 30 years of the Italian Job charity run, 50 years of the film and 60 years of the Mini. If you have a lot to celebrate, Dale and Siobhan will tell you that there is no better way to do it than on the Italian Job!

Dale's favourite parts were the amazing scenery and the people, while for Siobhan it was track time at the Monza circuit and the Police escorts through Rome and Turin. For both, it was spending time together on the road in their Mini with fellow Mini enthusiasts.



Lining up on the grid at Monza.



## "We couldn't have fixed it on the hard shoulder of the Autostrada..."

security had got wise and were stood there blocking the way!

### TRACK TIME

While in Italy we were lucky enough to have track time at both Imola and Monza, and particularly lucky to be able to drive the historic banking. We visited a stunning palace, a winery, a gorgeous

villa with amazing views, several beautiful lakes and had the thrill and honour of not one but two police escorts, one through Rome and the other through Turin. Our first two hotel bases were in Imola and Rome and we spent several days at each exploring the surrounding area before heading to Turin.

Dale and Siobhan Nelson are a father



Jobbers received a Police escort...



... to the best parking spot in Turin.



No excuse needed to visit a winery.



# EVENT REPORT

First timers Dave and Ruth Webb.



For Dave and Ruth Webb from Wolverhampton, this was their first Italian Job although they have wanted to take part for many years but life kept getting in the way. They bought their Innocenti 7 years ago, as a basket case with the engine inside it. It was built near Milan in the factory where they also built Lambrettas and was imported into the UK in 1984, some 10 years after it was built. Ruth sourced the parts for the restoration while Dave took on the work. Sourcing the parts proved a challenge as although the panels may appear the same, several of the panels on the Innocenti are different from those on other Minis. On completion, the Innocenti was shown and won many trophies including the



David Salamone with Yvonne and Roger Hunt.



Completing a Special Stage on the Lingotto roof track.



**"If you're going to really use your Mini, the Italian Job is a great way to do it"**

Beaulieu Cup. Having a full trophy cabinet, Dave and Ruth decided it was time to use it, and if you're going to really use your Mini, the Italian Job is a great way to do it! They both loved every minute of the Italian Job, describing it as fast paced, a truly memorable experience and a great way to raise funds for a great cause while having fun.

Roger and Yvonne Hunt are long standing Jobbers, Roger taking part for the 18th time and Yvonne for the 17th. Roger has done one more than Yvonne because he helped as part of the Service

Crew for a year. Their first Job was back in 2000 and they say it's the mixture of great places to visit, track time on the race circuits, those 'money can't buy' experiences and good friends which keeps them coming back. Over the years, they've come in a number of different Minis including an RSP S originally owned by John Cooper. This year they brought Yvonne's green RSP S which they call 'Little Growler' and during the time they've owned it, it has done more miles taking part in the Italian Job than anything else.

## SPEAK THE LANGUAGE

Italian Job Lingo! Unsurprisingly, over the 30 years that the Italian Job has been running, it has developed a few words. The Italian Job is often abbreviated to the



Classic line up at Reims.





## TAKING PART

To take part in the Italian Job (we think every Mini owner should do it at least once), you will need:

- A model of car which featured in the 1969 Italian Job film or its modern equivalent.
- A co-driver
- To be over 21 years old
- To pay approximately £1200 per person
- Additional money for fuel and tolls
- Aim to raise a minimum of £1,500 in sponsorship, donations etc for the Italian Job
- A sense of adventure and good sense of humour!

What will you get from the Italian Job:

- A fantastic one off experience that money can't buy.
- Four star hotels with all food included for all the days that you're on the Italian Job.
- A driving adventure through some of the most spectacular scenery in Europe.
- Back up from the Service Van to help you should your wheels let you down.
- The opportunity to fundraise to help disadvantaged children so making the world a slightly better place.

and so much more...

The Italian Job is extremely well organised but informal too, which creates a fun and friendly atmosphere. People of all ages and from all walks of life do the Italian Job, some just once or twice; others come back year after year.

Whether you're a new Jobber or an old timer, you will feel equally welcome. We were also delighted to come 2nd in the Italian Job out of about 60 teams, as well as winning the Best Dressed Mini.

Should you be interested in taking part in the Italian Job, take a look at the website [www.italianjob.com](http://www.italianjob.com)




Outside the Royal Lancaster.



Freddie St George presenting a cheque to a local children's hospital.

"IJ", if you take part in the Italian Job, you're a "Jobber". Those who are part of the organising team are called "Red Hatters", because they wear red hats to identify themselves (and when it's cold, red coats too!) There are also Green Hatters and Black Hatters. When you sign on in Italy, you're given your road book which is your bible for the Italian Job containing all your routes, your door numbers and a baseball cap but don't worry, you don't have to wear it! If it is your first or second Job, you get a green hat. For your third or more job, it's a black hat. However, a number of people do wear theirs and this can be particularly helpful

to first timers as they can go and ask a black hatter questions if they're not sure. Finally, there are the "Special Stages" - These form the competitive side of the Italian Job and help to decide who 'wins' the rally. These are short, timed challenges in your Mini where you need to follow a certain course, sometimes park in a 'garage' made of cones, squash a series of small plastic cups or some other bizarre activity that the Red Hatters have come up with! Whilst it is timed, it's never about who can do it the fastest, but who can complete it in a predetermined time, and you are always given reasonable time to complete it so you don't need to drive like Lewis Hamilton!

So, will we be back on the Italian Job? Most definitely YES, although not next year as we have other Mini plans. In the meantime, we'd like to thank everyone who has supported us and particularly our sponsors Somerford Mini, Lancaster Insurance, North Oxford MINI and Villars Hayward who have helped us raise over £1,700 for Buttle UK which supports disadvantaged children. 



Jon Spriggs, last year's winner.





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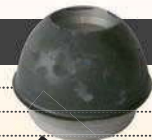
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### ■ 1st January 2020

#### **New Year's Day Classic Gathering**

Everybody – whether you're driving a classic or not – is welcome to the largest New Year's Day Classic Gathering in the UK. With over 1,000 vehicles expected, live music and a winter barbeque and other additional food outlets, there will be something for everybody amongst the vast and diverse displays of classics all descending on Brooklands to kick start 2020 in style.

[www.brooklandsmuseum.com](http://www.brooklandsmuseum.com)

### ■ 11th-12th January

#### **The Performance & Tuning Car Show**

Taking place at the NEC, Birmingham. This unique event is for enthusiasts of high-end modification and tuning. Check out our news pages for details on how to enter your car for the Revving Red Carpet. Tickets for the Performance & Tuning Car Show 2020 are also valid for the Autosport International and the Live Action Arena, which take place at the same time.

[www.autosportinternational.com](http://www.autosportinternational.com)

### ■ 12th January

#### **Wirral to Llandudno Mini Run**

Annual scenic Mini run from Wirral, Liverpool to Llandudno promenade in Wales via the Great Orme. Pre-booking essential due to limited numbers.

[www.wirralminis.com](http://www.wirralminis.com)

### ■ 26th January

#### **Mini Fair 2020**

British Mini Club are very proud to be celebrating the 21st year of Mini Fair, kicking off the new year in style with the mega indoor event held annually at the end of January.

Mini Fair is one of the best established national Mini events of the year, with something for every enthusiast.

01384 897779

<https://britishminiclub.co.uk>

### ■ 4th April

#### **Spring Action Day**

The official kick-start to the performance car season. Expect drifting demonstrations, public track time and white-knuckle passenger laps on the circuit itself, whilst vast static club stands, trade villages and Show and Shine competitions ensure the outer display areas are equally as unmissable throughout the day.

[www.castlecombecircuit.co.uk](http://www.castlecombecircuit.co.uk)

### ■ 4-5th April

#### **Goodwood Members Meeting**

Goodwood's motorsport opening weekend recreates the atmosphere and camaraderie of the original BARC Meetings held at Goodwood through the 1950s and 1960s. A packed two days of thrilling racing and demonstrations from the finest historic cars of the period, as well as more modern machines.

[www.goodwood.com](http://www.goodwood.com)



### ■ 10th May

#### **British Mini Day at Himley Hall**

Himley Hall & Park is an 18th Century building set amongst 180 acres of 'Capability Brown' landscaped parkland. For over four centuries it served as home to the Lords of Dudley and their knights. On Sunday 10th May we are very proud to welcome you to our 28th British Mini Day held at this premier venue.

01384 897779

<https://britishminiclub.co.uk>

### ■ 24th-25th May

#### **Motorsports at the Palace**

This Sevenoaks and District Motorclub event that is held at Crystal Palace park London. The event is run over two days and will be on the 24th and 25th May 2020, the event includes a Motorsport UK approved sprint for up to 110 cars per day, a static car show with 100 plus cars a day, a thrilling autotest demonstration and an historic motorcycle parade lap on both days, plus plenty of entertainment for the children.

[www.motorsportatthepalace.co.uk](http://www.motorsportatthepalace.co.uk)

### ■ 14th June

#### **MCR National Mini Day**

Returning to Beaulieu for its 39th year, Mini Cooper Register's National Mini Day has always been one of the most eagerly anticipated events on the Mini calendar. In 2020, the event will be around the theme of 'We're more than a Cooper' showcasing the wide range of members' cars across the Mini range and, hopefully, some colourful customised vehicles to get people talking.

[www.minicooper.org/mcr-events/](http://www.minicooper.org/mcr-events/)

### ■ 26th July

#### **Colchester to Great Yarmouth Run**

Colchester Mini Club invite you to join them for their infamous Colchester to Great Yarmouth Run. Meeting at Colchester Stadium and convoying to Great Yarmouth pier where you'll spend the day, displaying your Minis and enjoying a day at the seaside. This popular event that has been running for over ten years.

[www.colchesterminiclub.co.uk](http://www.colchesterminiclub.co.uk)

### ■ 16th August

#### **Mini In The Park**

MITP at Mallory Park features Mini club car displays, trade stands and autojumble, plus lots of great action and entertainment... and a great Mini festival atmosphere. Camping available from Saturday at 1pm. Mini Magazine, Mini World and Performance Mini will be showing their hottest feature cars and there is a chance for everyone to take to the track.

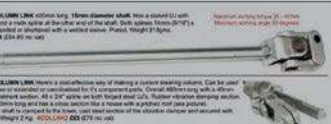
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# Your Minis

Send 'Your Minis' pictures to  
minimag.ed@kelsey.co.uk

## BIG DADDY

**Name:** Lee Pegrum

**Car:** Monster Mini

**Location:** Oxted

■ Purchased in 1993, Sumini was re-born as a Monster Mini in 1999 ready for the Mini's 40th Birthday and has been both on and off the road ever since. Sumini is based on a rare 1980 LJ80 Suzuki Jeep, with Suzuki SJ413 and Vitara running gear, topped off with a Limited Edition Mini 30 body. A lot of blood, sweat and tears have gone into getting the car on the road, and the project is ongoing – as is the case with most classic cars! Weighing in at 920 kilos Sumini really is a Sumo compared to the Classic Mini weight of 580 kilos. At 5ft 7 inches Sumini's impressive stance towers over a Mini roof height of 4ft 5 inches. [suminitheclassic4x4mini.weebly.com](http://suminitheclassic4x4mini.weebly.com)  
[www.facebook.com/sumini4x4](http://www.facebook.com/sumini4x4)



## ISLE BE THERE

**Name:** Stuart Smith

**Car:** 1999 Mini 40

**Location:** Isle of Wight

■ Stuart is the proud owner of a 1999 Mini 40, which was in a pretty bad state when he bought it in Chippenham, Wiltshire. He brought it back to the Isle of Wight where it was treated to a full going over, including a lot of replacement panels! The love for Minis must be in the blood, as his parents own a recently fully restored 1989 Mini 30. They bought it 25 years ago as a recovered stolen damaged shell near Kent. They came across a complete



interior near Birmingham, and brought it all back to the Isle of Wight to put it all back together. Both cars are pretty immaculate and turn heads each

weekend when they take them out together. Stuart's Dad also owns a 2003 BMW Cooper S that he bought brand new for his 50th as his daily.



# IT TAKES TWO

**Name:** Steve Mottram

**Car:** Mini Mayfair 998

**Location:** Wigan

■ Steve's Mayfair was purchased by his parents and brother for his 40th birthday in 2013. The car was in decent condition with a few rust spots in the usual places. The car was sandblasted back to bare metal so that Steve could see the extent of the work, and establish what would need replacing and repairing. A full nut and bolt restoration followed, and all of the work was carried out in Steve's garage. He rebuilt the engine and put a Stage 1 kit on, as well as fitted 10 inch Mamba wheels and Hi-Los. Steve decided on the paint colour, after he found the new seats and decided that the paintjob had to match the fantastic new interior. The car was built with plenty of help from Steve's son, George, who really enjoyed the process and loves the finished car. Steve is also a proud member of SUNMC.



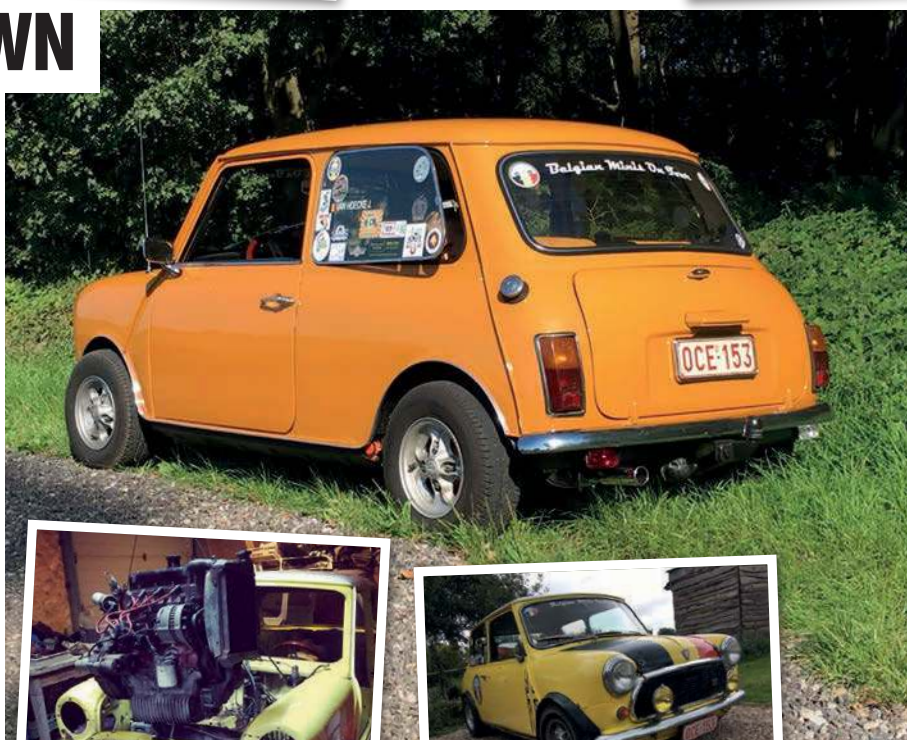
## GOLDEN BROWN

**Name:** Jeroen Van Hoecke

**Cars:** 1981 saloon

**Location:** Wachtebeke, Belgium

■ Bought back in 2008, Jeroen's Mini is a classic 1981 saloon with a 1275cc Metro engine. When he got hold of it, it was yellow having just been resprayed by the previous owner. Over the last 10 years Jeroen has had a lot of fun with this Mini – including attending plenty of Mini meets, not just in Belgium, but also in the UK and the car has been to its fair share of IMMs too. Jeroen's saloon even got used as a wedding car in 2011. The car's transformation over the years has been gradual, with Jeroen initially just changing small details, until last year when he decided that it was time for a total restoration. Jeroen did much of the work himself, except for the welding and paintjob.





## PROJECT PROFILE

## THE OWNER

**NAME:** Karl Reynolds**AGE:** 45**OCCUPATION:** Solicitor**LOCATION:** Southampton

## THE CAR:

**CAR:** 1977 R-Reg Clubman Estate**START CONDITION:** Part restored shell and boxes of bits**CONDITION NOW:** Rolling shell**TIME TAKEN SO FAR:** 18 months**ESTIMATED TIME OF COMPLETION:**

For next year's shows

## ON THE JOB

Words and Photography Gerard Hughes

## Commercial Brake

Transformed from a tired Clubman Estate, Karl Reynold's Minivan project will push the humble commercial to new, luxurious heights...

**T**here's no denying that Karl Reynolds is a petrolhead. He's owned more than his share of the fast and the exotic over the years, and had long fancied adding a Mini to his garage, but he'd never quite got round to it.

That changed when he bought a '92 saloon from a friend who was moaning his son had moved to London and not

taken it with him. Karl reckons it was a bit of an impulse purchase, and just as many have found before him, sometimes buying the first one you look at is not the best idea. Standard Mini power was never going to keep him happy, so the Mini was treated to a carefully built 1293 with a supercharger bolted on for good measure.

Joe Holloway – friend of Mini Magazine and top bodyshop man at John

Holloway Cars – is a friend of Karl's and has worked on many of his cars over the years. When Karl brought the saloon in for a bit of pre-MoT work, it was clear that it wasn't going through the test without a lot of work.

Karl had already experienced Joe's Minis – including his supercharged Minivan – and it didn't take much for a new project to be born...

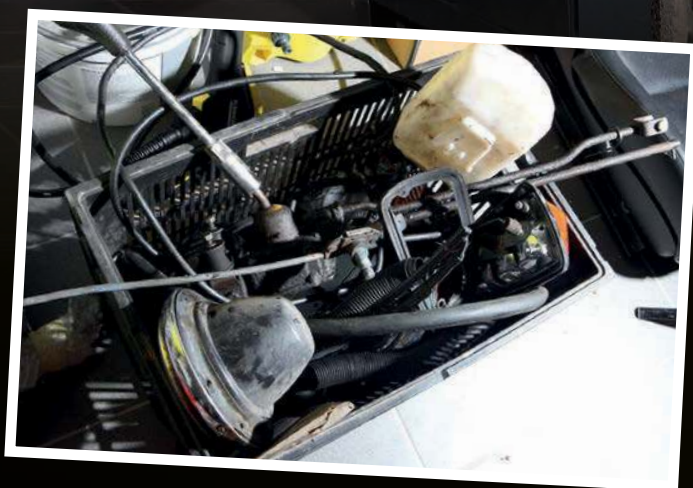




Karl Reynolds, left,  
with Joe Holloway.



Body has been completely transformed.







Classic looks are completed by the black over Smoke Grey paint.

## Do you have any Mini 'history'?

**Karl:** No, lots of other cars but the '92 was the first Mini I've ever owned, which was bought on a whim and that was that.

## But you have a bit of family history with the Mini?

**Karl:** Yes, my Grandad had an Estate when I was a kid and we used to go on holiday to Hayling Island. We'd all be sat in the back, me and my brother in the boot with the two Jack Russells. I've happy memories of that!

## What happened to the 1992 Mini?

**Joe:** We'd built the engine for it and carried out routine mechanical maintenance. It failed the MoT on a lot of rust. So, we either had to strip and restore the shell or get another one.

**Karl:** I'd run the supercharged engine in, but we'd only ever got as far as the engine work. We'd never got to the bodywork, so when we started to look at it closely, it was clear that it needed either a rebuild or a reshell.

## Enter the Minivan...?

**Joe:** Karl really wanted a Mk1 but as we know, they are not cheap. He had always loved the Minivan and had also driven mine.



**Karl:** As a basis for the project, I bought a Clubman Estate as a bare shell with the subframes and some other bits in a box. I sent my brother up North to collect it based on a few pictures. It was the ideal solution to get the looks of a van with the practicalities of rear seats for my two young children (not being allowed to ride in the boot like I did).

## What was the plan?

**Karl:** I decided to pay Joe to carry out the bodywork. So we took out the engine, the running gear, the subframes, in fact everything out of the J-reg one to re-use in the new project. We had all the subframes shotblasted and powder coated.

The Estate was basically a bare shell and the previous owner had done all the welding on the underside, undersealed it and painted it yellow. Joe took one look at it and sent it off to be shotblasted.



## Was it all plain sailing from there on?

**Karl:** We realised that the welding hadn't been done particularly well - a couple of things didn't line up. We thought we'd offer up the subframe to make sure it would fit and found the holes were about 5-7mm out. Joe spotted it as soon as it was shotblasted.

**Joe:** When we got the Estate shell it had already had a lot of new panels, complete floor, inner wings, etc. It looked ok and like we didn't need to do too much work to get it ready for paint. On inspection the driver's side rear subframe mounts had been welded in 10mm too long.

Clearly the subframe had not been lined up whilst panels had been put in place. They had tried to drill through the rear trunnions to get it to fit! It would have gone round in circles very well...

## Sounds like a lot more work than you were expecting?

**Karl:** I've insisted on doing all the metalwork properly, so we stripped it down again and re-did all the welding. It's now 100 per cent, it won't need anything re-doing and it's safe. I know everything that's under that paint.

Electric roof was lifted out of a R50 MINI, and a custom frame has been fabricated to support it.







### So tell us, how did that incredible sunroof come about?

**Karl:** I went to Joe and said I'd like a folding Webasto sunroof – with no rear windows, and the kids in the back seats. I wanted something.

Joe said he'd never seen the BMW MINI panoramic roof in a van, so I went to a local MINI breakers and they just cut the roof off a scrap MINI. And we just took the whole thing away in the back of the pickup. And Joe said, 'You've got everything now...!'

### Joe's created a perimeter frame in the back of the van – is it a rollcage in effect?

**Karl:** We had to reinforce the rear of the van and the only way to do it was to add in those tubes – it's not a rollcage there in case of an accident, it's there to support the weight of the sunroof. It took two of us to lift it – it's very heavy!

**Joe:** The roof glass assembly is 25 kg and once I had it in place, I realised very quickly I would need to brace it all up. The frame was all made from 25mm box section – at the

time Karl was not sure if he wanted it exposed or covered with trim when finished.

I just made it fit as I went along cutting, bending and welding it in. Trying to make it as neat and out of the way as possible, but at the same time as strong as possible.

### That's an unusual colour choice...

**Joe:** Karl had seen a Mini Pickup in Smoke Grey and loved it. With the roof glass being tinted black, it all fell into place.

### What's the van going to be used for when it's done?

**Karl:** It's just a toy really. Go to shows, drive to work sometimes, but I'm undecided yet whether to get it sign written for my business. Not sure yet...

### So it's not going to be a worker's van ...?

**Karl:** No, it's going to be built to my spec. It's going to the trimmer over the winter and they're going to make a complete interior – low back Huntmaster bucket seats, new rear seats to go in it and then retrim it all in Nappa leather and Alcantara. Rear seats are



Built engine will soon be fitted.

being retrimmed to match, and will probably feature some white stitching – Union Jacks, something like that.

### What's the final engine spec going to be?

It's got a 1293cc engine, with a VMAX supercharger. It was all rebuilt for the last car so it's got Omega pistons in it, and we've done a few hundred miles in it so we know it's all good and it's absolutely fine. It's a standard gearbox, but we've got to lower the differential slightly just to make it a bit more driveable.

### Is there any possibility of any exterior trick bits – is it just going to be sign written and that's it...?

**Karl:** Well, it's not having a front bumper, and will have quarter bumpers at the back. It won't have any chrome on because I don't really like chrome but the headlight bezels, door handles and quarter bumpers are either going to be a satin chrome or it's all going to be black.

Everything will match, but we just haven't decided yet. We're talking to a guy who does different finishes on plated items – he does motorbikes mainly – but it will be satin or matt black. 

## FINISHED SPEC

**BODY:** 1977 Clubman Estate converted to Minivan with all new panels. MINI glass panoramic sunroof.

**ENGINE:** 1293cc A-Plus with VMAX supercharger conversion.

**TRANSMISSION:** Four-speed manual.

**SUSPENSION:** Pro Tech coil springs conversion.

**BRAKES:** Cooper S 7.5 inch discs, Minifins.

**WHEELS:** 4.75x10 inch Rosepetals with Yokohama 032R 165/70R10 tyres.

**INTERIOR:** Low back bucket seats with matching rear bench, retrimmed in Nappa leather and Alcantara.



VMAX supercharger ready to fit.



Boot floor shows Clubman origins.



BUILT NOT BOUGHT





BUILT NOT BOUGHT

Words Holly Daffurn Photography Gerard Hughes

# HIT THE STREETS

**What do you get when a car design graduate builds himself a Mini? A nippy street car that looks as hot as it handles.**

**W**hen Arthur tells us that this café racer styled Mini is not only his first car, but he's also completed the resto in four years... while finishing his degree in automotive and transport design at Coventry University... we're more than a little impressed. For most of us our first car is simply a means of getting around until we can afford something more appealing. For Arthur Springthorpe it was his chance to finally get his hands on the Mini he'd been dreaming of all of his life – with room for some serious performance modifications.

"I've always loved Minis, ever since I was a kid. I had photos of Minis on my bedroom wall growing up. I just love the look of them and I've always loved the motorsport heritage too. My Dad's a mechanic, so being a petrolhead runs in the family. He had a few Minis when I was growing up. He taught me





# BUILT NOT BOUGHT

Interior is a clever mix of the hi-tech and the traditional - note carbon fibre throttle pedal and Mota-Lita wooden steering wheel.



everything I know. He helped me out with the resto. He's pleased with how it has turned out, but he's traditional so he wouldn't have chosen the performance modifications for himself! I wanted to keep it true to the original, just with a few modern touches."

"My Dad did everything he could not to get me a Mini as my first car, he wanted me to go for something safer. I thought it was a good first car being small and economical. In the end I persuaded him that it was the only option. It was a Mini or nothing."

It was bought as a rolling resto. In the first year, Arthur just fitted the twin carbs and new exhaust, then in the third year of ownership he got round to replacing the sills and the boot floor, as well as adding a new rear subframe, essentially reworking the whole car!



Arthur rejoices in Mini building!



## "In the end I persuaded him that it was the only option"

"When I was first looking for a Mini I just wanted something original, preferably a 1275 for a bit more power. I trawled eBay and eventually found it on Gumtree of all places! The guy had a few Minis and this was his backup Mini. It had been quite bodged in places, but it only had 42,000 on the clock and the folder of the history of the car that came with it was three inches thick! It was the perfect car for the project... especially as it was always in my head to modify it in the future. It had to be red too. So that swayed it."

Until a year ago, it looked like a classic rally car with white circles on the doors, bonnet straps and three spotlights. Then last year it got restored again to look how it does now. "I love how clean it is now. There is so much more I want to do when funds allow. I'd love to get another Mini one day and put a Honda engine in it. For the moment, I'm trying to be sensible! I'd like more power on this one, lightweight parts, lightweight doors and to tidy up the interior. Apart from that it's where I want it to be. I'm in no urgency. I'm also just trying not to break anything! The





It may be functional, but it's a great looking, classically styled Mini.

Arthur spends as much time as he can behind the wheel.



All work has been carried out at home.



First resto was little more extrovert.



Custom alloy doorbins were an eBay find.

gearbox broke earlier in the year and my Dad had to bail me out. Dad has been absolutely brilliant!"

## FAMILY WAY

Arthur has poured some serious cash and time into the project, but for him it is so much more than a tricky street car. "I love surprising guys with Fiesta STs and the like, it'll keep up with them up to 50 so I enjoy that! I could have got a M3 for much less money, but I just love the look of Minis. I have a vague memory of

sitting in the back of one when I was really small. My Dad restored an old Mini for my Mum, it was meant to be her first car when she was learning to drive but she didn't like it at all" Arthur laughs. "She said it was too bumpy but I loved it. I thought it was the coolest thing. Mum is scared of this one, but I still take her shopping in it. I drive as smooth as I can for her! When I'm on my own, I drive it pretty hard... I'm aware of that in terms of keeping it on the road. But with the way electric cars are going, we might not

be able to enjoy cars like this forever... so you have to make the most of them while you can! I'm living the dream in my head a bit!"

For Arthur it's all about having a car that he can use, and not worry about. It's not concours, but it's mechanically solid and it gets used at least four times a week. "I go to a few cars meets, I try to go to Caffeine & Machine once a month. It's a great drive, which is part of the appeal. I do Curborough once a year with my mates. I love the idea of track days,



## TECH SPEC

**BODY** Restored 1994 Sprite Shell in Rover Flame Red with a white roof, Kingston fibreglass bonnet, Minispare double skin fibreglass boot, stainless steel bumpers, Swiftune mirror brackets, custom rear centre brake light, Mk1 style front indicators, Group 2 narrow wheel arches, Safety Devices rear roll cage, RetroSport alloy rear subframe trunnions with Titan Classics titanium bolts, solid mounted front subframe with Specialist Components tower bolts.

**ENGINE** 1330cc A+ block, AE Hepolite pistons, standard rods, standard rockers, standard crank, The Car Kitchen Stage 4 cylinder head, 10:7:1 compression ratio, Titan Classics titanium manifold set, Twin SU HS4 carbs (modified) on manifold inlet, Manifold LCB exhaust manifold and RC40 silencer, MED air filter, ARP head studs, ARP rod bolt kit, MED crank damper, engine paint: POR15 Ford medium blue, Swiftune SW8 camshaft, Swiftune race cam followers, Swiftune alloy/alloy duplex timing chain, RetroSport alloy timing cover, RetroSport thermostat housing, RetroSport upper engine steady, RetroSport transfer case breather, RetroSport fuel pump breather blank, RetroSport alloy alternator pulley, recurved distributor by H&H Ignition Solutions, Smiffy's Bits top radiator bracket, Smiffy's Bits alternator bracket, Smiffy's Bits stainless dipstick, Fletcher alloy radiator, alloy rocker cover with breathers, alloy catch can with custom piping with K&N Filter, Carbon Weezel carbon fibre fan, Facet fuel pump, braided stainless steel fuel hose, silicone heater hoses.

**SUSPENSION** GAZ lowered shocks, Red Dot front cones with standard rear cones, 1.5 negative degree front lower arms, heavy duty tie bars.

**TRANSMISSION** Four-speed straight cut close ratio gearset, standard drop gears, cross pin differential, 3.44 final drive, centre oil pickup, Pre-Verto conversion, MED ultralite flywheel grey diaphragm, turbo clutch plate.

**BRAKES** Minisport alloy 8.4 four-pot calipers, vented and grooved discs, EBC Greenstuff pads, Servo delete, Minisport alloy drive flanges, Goodridge/HEL braided hoses, alloy rear Superfins.

**WHEELS AND TYRES** JBW superlights 12x5.5 inch, Yokohama A539 tyres, stainless wheel nuts.

**INTERIOR** Centre speedo conversion with works style dashboard, rear seat and sound deadening delete, Smiths tachometer, Smiths voltmeter, custom alloy doorbins, alloy interior handle set, custom foam headlining, Moto-Lita steering wheel, lowered steering column, M2 Motorsport GTR drivers seat with OMP four-point harness, Cobra Classic passenger bucket seat, RetroSport throttle pedal assembly with Carbon Weezel carbon fibre pedal.

but would hate to break anything as I can't afford to fix it right now. I love the speed, but I'm always careful on the roads. I'd hate to hurt anyone else. You just have to be responsible."

Under that fibreglass bonnet things are



Swiftune mirror brackets are a cool touch.



**"I'd love to modify the crank but it's just too much money - maybe one day..."**

interesting. The gearbox was done by GuessWorks and the cylinder head is by The Car Kitchen in London. The engine was assembled by Bromsgrove Engine Services and Arthur supplied them with all the parts. All of the breather set up is his own custom work. "I spent ages working it out, because I'm really picky but I'm glad I did because it works so well. The carbon fibre fan is very trick. I got it because it's meant to give you an extra 4 bhp, but more importantly, it never overheats and I've got an electric fan for back up anyway. I haven't dynoed it yet, it runs fine I just haven't got round to it yet. I'm always fiddling with the timing and carbs and I check the plugs every week to check that the mixture's fine. It's not too heavy on fuel and it's not struggling so I don't want to touch it."

The engine bay is impressively clean, but Arthur is keen to tell us that this wasn't the case when he got hold of it. It features braided lines throughout and the performance tuning is all down to inspiration from David Vizard. "I guessed the length of the braided hoses

from the brake master cylinder but it's for things like that that the Mini Forum is so helpful if you ever get stuck. It's been modified the Vizard way! For instance, the throttle shaft has been filed down so it's much smoother. I've done everything I can to get the power. I just liked reading about the engine and how you can get more power from it. I'd love to modify the crank but it's just too much money - maybe one day..."

## RED LIGHT

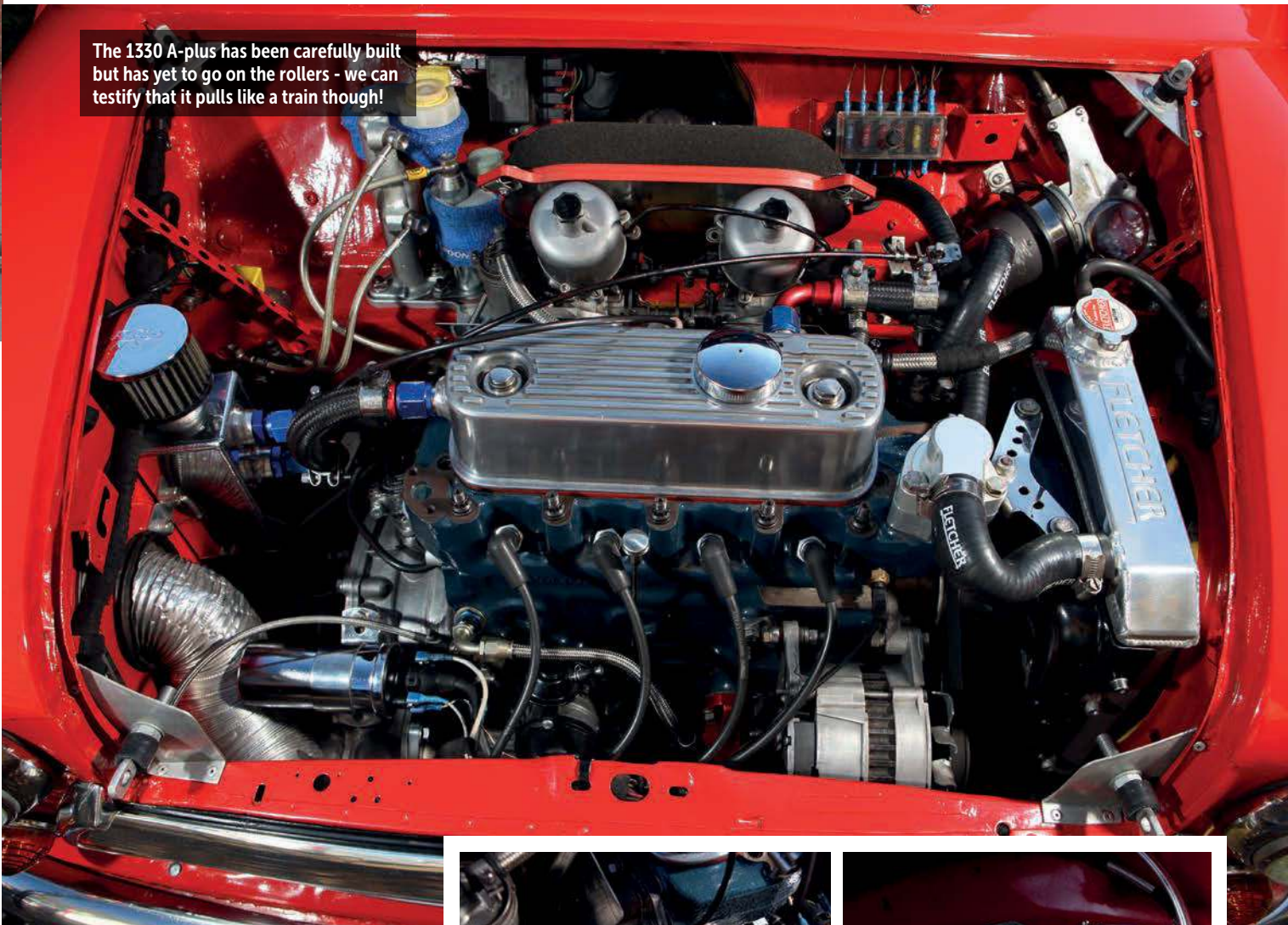
The stop light is also Arthur's handiwork. He spotted one on a Japanese Mini website but felt it was too expensive for



Arthur's concepts for the road Frogeye and GT3 Racer.



The 1330 A-plus has been carefully built but has yet to go on the rollers - we can testify that it pulls like a train though!




what it was. One paper template, a sheet of aluminium, a Land Rover lamp and some serious hammering later and he had a smart stop light.

I couldn't resist asking Arthur what he thought of the modern MINI. "I've always been a fan of the older cars really, in terms of styling. But I respect what they've done with the modern MINI in keeping the brand alive, and the designs are very much in keeping with how the Mini would have evolved - they kept the old school looks."

Having a degree in automotive design has certainly paid off. He's currently finishing off his portfolio but has already received some impressive recognition. He did a modern retake of the Frogeye Sprite that was published in a Canadian magazine and featured on the Top Gear website. The chassis was based on the modern MX5 and he redesigned over that. If you're looking to take on an enthusiastic and knowledgeable car



designer then Arthur's your man. For now, you'll find him tuning his Mini or racing round the streets of Birmingham. This sporty Sprite may be Arthur's first car but we're pretty sure it's going to be with him for life. 

## THANKS TO:

All at Bromsgrove Engine Services. Alex at The Car Kitchen, John at GuessWorks and most importantly, my Dad.



# SPECIAL K

Words Holly Daffurn Photography Gerard Hughes

**It's taken the dedication of three separate owners to get there, but Richard Sharp's K-headed Pickup is a real show stopper.**

**T**his Pickup in Lamborghini Super Fly Yellow is undeniably something special – and that's before you even lift the bonnet or get behind the wheel! With its Specialist Components 1380cc K1100RS engine tuned to give 139bhp, it goes like the clappers. To get to this stage, three very passionate owners have made their mark on the car – taking it on a journey of evolution that has resulted in it being where it is now... happily in the hands of Mini enthusiast Richard Sharp who finished off the project.

When Richard got hold of the Pickup, he could have stripped it back and started from scratch but instead he decided to take the build further and finish off what the original owner had started back in 2011, while adding his own unique take on it...

"It's nice that it's been a bit of a process with everyone involved making their mark. I'm not sure if the previous guys would have gone down the carbon route or gone for the LED gauges... it's all a bit Max Power!" laughs Richard, referring to that illuminated dash which finishes the Pickup off to perfection.

## HISTORY FILE

The story goes that the original owner was building it for his son, while he was at University. He paid thousands to Specialist Components to have the engine built and bought a lot of the kit that you see on the car today. When the second owner took over, he started putting all of this in place – as well as adding extra parts of his own. To get the impressive stage it is at today is









# K-PICKUP

Specialist Components K-Head 1380 gives a healthy 139 bhp, more than enough to make this one rapid Pup.



undeniably the work of three very different men, but they haven't been in contact at all. This is something that Richard is hoping to change. "As far as I'm aware, the original owner has never driven it! I'm hopeful that I'll have some contact with him. Apparently, he was trying to find me at Mini Action Day. I'd love to chat with him, so if he can get in touch that would be great!"

When Richard was a teenager, he coveted his best friend's red Mini City and the Mini love has grown from there. "I was always a big fan of Mini Magazine, which always provided plenty of material for me to mull over my dream car. I originally wanted a Tahiti

## "With the Sprite, I broke more than I fixed to start with"

Blue Cooper Sport 500 and nothing else would do but over the years, I changed my mind."

Richard's first Mini was a blue Sprite that he found on eBay. "It was proper rough," he laughs. "The plan was to see how it felt to drive it, and then if I liked it I'd sell it and buy one in a better condition. What actually happened was that I ended up working on it! It's the first car that I worked on. I couldn't get rid of it, because I loved it too much."

Richard's perseverance with the Sprite led to him having the confidence to take on the unfinished Pickup. "With the Sprite I broke more than I fixed to start with. You fix one thing and break another. Now I've got to a level when I feel good about it. Though there are still days when I'll call my father-in-law Dave and say "I snapped this bit off!" and he'll come over with his Eeziout!" Dave has an engineering background, a brain for problem solving and a passion for Minis – so he's the perfect wingman for the

Pickup project. Richard's Dad was also pretty handy around cars when he was growing up and the love of tinkering seems to have come from him.

Dave even took Richard's wife, Kelly, home from hospital in a carry cot on the back seat of his Mini and Richard takes his four year old daughter, Lily, round town in the Pickup. "She loves it - she has decided that the yellow Mini is hers when she grows up! We'll be going down the road at 22mph and it feels so fast,







SC Typhoon ECU is tucked away in the bay.



MB Racing rims feature magnesium centres.

because everything feels faster in a Mini. She'll say... you're driving so fast, Daddy! Go faster!"

## MOVING ON UP

After the Sprite Richard couldn't wait for a new project. "I constantly look at cars and this popped up on eBay as a buy it now deal. It caught my eye, because it looked unusual. Me and Dave went to Birmingham to have a look at it. I loved it as soon as I saw it, and when he turned it on it made my stomach go... it's just so loud (and was even louder back then). When I drove it I thought it was amazing. I loved it but we didn't buy it then and there. It was a big investment, so we gave it some serious thought."

"When we bought it we drove it home in the rain. We got back and the bonnet was steaming. The wiper motor was red hot, it had seized because it hadn't been used that much. The other thing was the starter motor kept jamming, so I replaced that. We were using the old



Tidy rear end features ABS Motorsport carbon load cover.



Richard is chuffed to have completed the work started by previous owners.

technique of tapping it or rocking it back and forth. It was engaging but not disengaging. There was a lot of tweaking and general maintenance to be done."

Once Richard had ironed out all of the teething troubles, the next important job was to protect the underside. The bodywork was pretty straight (even those smart Wood & Pickett arches were in place) when he got hold of it, but it had oversills and the underside had been painted in undercoat. Ian Slark and his

team stripped it right back to bare metal, it was then primed and sprayed in body colour Raptor, before returning to Ian Slark to get sprayed with Bilt Hamber UC (clear wax) to keep it rust free.

"When I bought it the underside didn't match the top, it was a mess of flaking paint. It's strange, because the previous owner had spent a lot of money getting most of the bodywork right, but the Pickup bed was full of filler and holes so we cut that out and replaced with



# K-PICKUP

good metal before being sprayed. The boys at CCR fabricated a lot of the panels including the sills, and then I got Ian to respray it.” The load bed has also been sprayed out in Upol Raptor.

The body might look faultless now, but Richard still has a few improvements in mind. “I want to remove all the chrome and go carbon. I’ve heard that Carbon Weezel are planning on making a full-length rear bumper... which I hope is true. I’m tempted to replace the headlight surrounds and bumpers with carbon as well. The load cover was one of the first ones that ABS Motorsport built – it’s mega! We had to drill into the body to fit it and it was nerve wracking. We were terrified of messing it up as you only get that one chance. The boot hinges on the load cover are off a Rover 75, and were fitted by Dave. It all works

together now, as there is enough chrome on there to tie it in.”

Part of Richard’s fascination with the project is in uncovering jobs that the others were planning on doing but didn’t get around to completing. “The original guy was going to put twin Webers on it, you can tell because it had a battery box welded into the bulkhead. I had that cut out and replaced back to standard. The fuel pump (which we have now relocated to underneath) was in the battery box under the bonnet. The fuel lines were running inside the car, which I didn’t like. Ian corrected it so that it all runs neatly now.”

Although Richard has done a few cosmetic jobs, the Pickup doesn’t look all that different from when he got it. However, it certainly drives differently! “There is a beam axle on the back that

uses coilovers. These were oddly set up when I got it, every corner had a different softness setting and ride height. It had terrible torque steer, so I’ve had it corner weighted and set up properly. It drives much better now. I reckon the second guy had bolted it together but not set it up. He had driven it though! He sold it to fund more cars. I tend to hold on to cars, but he likes to go through them. He wanted to take the bulkhead box out as much as I did but it was a complicated job, because we had to reroute the wiring.”

## BRAKING POINT

A previous owner had fitted Minifins on the back and a Mini Sport four-pot set up on the front. Richard did change the brake bias valve, which had previously been set up to shut the brakes off completely instead of creating a bias! “We’ve set it up to have a proper bias, rather than all brakes or no brakes. Thankfully I didn’t find that out. Ian found that out in a controlled way – when the car was off the road. Now if I decide to go and track it I’ll be able to tweak it on the day. I’m tempted to track it. I’m getting braver. I’ve done it in other cars, when you’re covered and take the car out on the day... but never with something I love so much as this one.”

You’ll have noticed that the wheels are quite unusual. The 12 spoke MB Racing Wheels have magnesium centres. They came with the car, as did the Yokohama A032R tyres. Richard loves the exposed look of them!

Richard and Dave have done a lot of work on the interior. It’s all been rubbed

## TECH SPEC

**BODY** Pickup sprayed Lamborghini Super Fly Yellow, Wood & Pickett arches, modified bonnet, custom stickers by @makeitstick, ABS Motorsport carbon fibre load bed cover on rover 75 boot hinges - using locking Quik-Latch pins imported from USA.

**ENGINE** Specialist Components 1380cc K1100RS tuned to 139 bhp - torque 97 lbf.ft, K1100RS motorbike head, 1380cc forged pistons, ARP studs, ultralight flywheel, SC ancillary pack, SC typhoon engine management ECU, WOSP high torque starter motor, four-pin differential, SC alternator, SC oil and water kit, SC billet remote thermostat, Pipercross filters, Specialist Components manifold (wrapped), Carbon Weezel rad bracket, plug cover and bulkhead blanking plate, DSN alloy accessories (adjustable engine steady, wiper motor bracket, oil filter, hose joiners). Custom power flow exhaust, Facet inline fuel pump.

**TRANSMISSION** Upgraded remote gearbox with four pin diff and 3.44:1 final drive.

**SUSPENSION** GAZ gold coilovers, rear racing beam axle - corner weighted and set up by Slark.

**BRAKES** Mini Sport four-pot brakes with grooved disks, Superfin rear drum brakes, Mintex 1144 pads.

**WHEELS & TYRES** MB racing wheels 12 spoke 10x6 inch, Yokohama A032R tyres.

**INTERIOR** Momo Prototipo wheel, Brown & Geeson quick release, DSN billet drop bracket, Custom DSN Rocker switches from wired by Wilson, Custom ‘Elf’ based carbon dashboard, Stack auxiliary gauges, Stack ST700 race gauge, Smiths Digital Speedometer, Custom skateboard gear knob and glovebox handles (@builtbybasil), Cobra Le Mans seats, Newton Commercial carpets.



Neat interior features full width carbon wrapped dash.





Richard and Dave enjoying the fruits of their labour!



back and primed. It's also Raptored inside, to help with sound deadening, in addition to a small amount of sound deadening on top. "I didn't want to add to the weight too much, but it's cut down the resonance in there. It's still very loud but it made a real din before."


The interior is as striking as the outside, with the carbon skinned dash, hand lathed knobs and LED gauges. "We bought a wrecked three-piece dashboard from a Riley Elf. Dave used it as a template but made it a bit bigger. It took a fair amount of tweaking to get it just right. I carbon skinned it. It took me ages but I finally got it to a stage I was happy with, then got it lacquered... and then I dropped it!" Richard cringes. "But it's in the car now, so that's the main thing! It's got a slight dent, but for the time being I just want to drive the car." If you fancy carbon skinning your own dash, then have a read of our tech feature

**"We've set it up to have a proper bias, rather than all brakes or no brakes..."**

starting on page 75.

For the finishing touches to the interior, Richard also added the snap off Brown & Geeson boss, the Momo Prototipo wheel and the hand lathed gearknob and dash knobs, made from old skateboards by a man called Built by Basil who Richard found on instagram. "I went for the ones with the most yellow in, but it had pink in too which Lily likes. I think there will be more projects over the years. It'd be better for me and Lily to have a Clubman Estate. I think she likes the two-seater because it's just her and Daddy. She loves the attention."

Lily isn't alone in loving the experience of being out in the Pickup. "When you take your average car for an

MoT it tends to come back with the same amount of miles on it. You take this one in and they always insist on giving it a proper road test! It comes back with 13-14 extra miles on the clock! I don't mind at all. I just love that it is getting the attention that it deserves." 

## THANKS TO:

Ian Slark and the team from Classic Car Restoration, WOSP starter motors, CAI (Smiths Gauges) for helping with the gauges, Specialist Components for years of advice, Built by Basil for the awesome custom knobs and System Clenz for their detailing skills.



A-SERIES ENGINE SPECIALIST SINCE 1981



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MED camshaft kits have been re-launched, with reduced prices and four new packages on offer. **Stage 1** includes cam followers, a race-spec oil pump and MED cam timing disc. **Stage 2** adds a duplex alloy/steel vernier and double valve springs. **Stage 3** features our 1.5:1 roller-tip rockers for the ultimate road camshaft package. **Stage 4** includes a Piper race camshaft and MED LDX 1.5:1 roller-tip rockers - the very best!

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Richard Sharp's K-Headed Mini Pickup  
featured in Mini Magazine January 2020









Arthur Springthorpe's Mini Street Racer  
featured in Mini Magazine January 2020







# SOCIAL CLIMBING

Words Martyn Morgan-Jones Photography Capture Your Car Photography and Gerard Hughes

**Originally intended to be a fast road car, Julian Harber's plans for his Clubman soon accelerated as his passion for hillclimbing grew.**

**J**ulian Harber's first car was a humble Austin A35, bought in 1966, when he was just sixteen-years-old. He spent a year rebuilding it. On those occasions he wasn't spannering on the A35, he busied himself working for his mother's catering business, washing dishes, peeling potatoes, laying tables etc. Soon, he had saved enough money to buy the very car he had wanted in the first place, but had been unable to afford: a Mini.

"This was 1968, and it was a Tartan Red Mini 850 Deluxe," recalls Julian smiling. "I did a few road rallies in this car. A pal of mine was an engineering apprentice and we got lots of parts machined during night shifts! It eventually ➡









# HILLCLIMBER



ended up with a 1275S engine, mated to the standard 'magic wand' gearchange, although I'd fitted an ST straight-cut second, third and fourth gearset."

"The grandfather of another pal of mine owned a garage, and we were allowed to use the facilities at weekends. There was often paint left over from repairs. It was a very colourful period!"

## MINI TO METRO

Since those more innocent, carefree, fun-filled and colourful days, almost two decades would elapse before Julian would once again own a Mini.

"This was the late '80s," he reminisces. "A friend of mine rallied a Mini, I built his engines and gearboxes. Then he moved house, and had to clear his garage. I bought lots of his spares, including a rolling shell, and built an S-engined Mini. It was a very quick car, which I owned for several years and really



Massive stopping power for perfect control.



As far from standard as it's possible to get.

**"The shell was a delight to weld as the metal was generally good"**

enjoyed. I then sold the shell and put all of the bits into a Metro. It too was a fast, fun car."

## WINNING BID

"Moving on to around 2011, Charlie, a Mini-owning pal of mine, persuaded me to go to race meetings and car shows," continues Julian. "My interest in Minis was rekindled. It was around this time that I spotted the Clubman on eBay. It was painted in what was described as a Cadburys Dairy Milk colour!"

"Unfortunately, I was in the throes of knocking down wooden sheds at the bottom of my garden, and building a decent-sized garage in their place. Until the garage had been built, I didn't have anywhere to store the Clubman, so I didn't bid. To be honest, I put it to the

back of my mind."

"However, about nine months later, it turned up for sale again. I offered the seller £2000 to take it off auction. He replied that I should let the auction run because I might get it cheaper. So I did and got the Clubman for £1800!"

## HOME AND AWAY

Even though the Clubman was now Julian's, the garage build was proving to be a rather protracted and convoluted affair. Consequently, his new purchase had to be garaged at a relative's house.

"It was there for a year," recalls Julian. "When it came back, in 2013, it went into the new garage. I'd also made a rotisserie/spit in readiness for the restoration. The shell was a delight to weld, as the metal was generally good, although I did







As tidy as a show car, but completely functional - no dead weight under the bonnet.



Julian continues to develop the Mini.

replace sills, A-posts and the passenger footwell etc. It already had two new front wings, which was a bonus."

## CHANGE OF PLAN

When the restoration of this Cadbury-hued Clubman commenced, Julian was simply looking to create a fast road car... then there was a change of plan.

"I'd got to know Tim Harber of Mini Mail fame," grins Julian. "We became good pals and I used to accompany him to race meetings. At Brands Hatch, he persuaded me to drive his race Mini around the paddock. That was it - I was hooked. There and then I decided to turn



Cold air ducts for the carb.

'Florence' - which was the name I'd given the Clubman - into a hillclimb car."

"The best advice I can give anyone contemplating going into hillclimbing, or any form of motorsport, is to start with an underpowered, but good-handling car, and get to learn the sport. Fortunately, I'd built a mildly-tuned 1293 for a friend. As he didn't need the engine for a while, he kindly let me use it during 2014, my first-ever year on the hills."

"The first time I actually ventured onto a circuit though, was at the MkI Performance Action Day, at Blyton, on May 4th, 2014. Ten days later, I was due to do my first hillclimb at Prescott, but Blyton had revealed that the standard gearbox simply wouldn't cut it."

"Luckily, I had a close-ratio, straight-

cut, MED gearbox in bits. So I built this, and went on to use this gearbox and the 1293 road engine, for the 2014 season."

"The car went quite well, and handled nicely too. I'd uprated the brakes and fitted some KAD suspension parts, including a beam axle. The dampers were built by Curtis, a pal of mine's son, who's a damper specialist."

Between 2014 and 2019, Julian continued to develop the car and focus his attention on engine, chassis and bodysell improvements. And the class wins followed.

"I use MED for all of my engine components," impresses Julian. "I find them excellent, and very supportive. For 2015, I built a short-stroke 1340, with a dry-decked A+ block, MED 79mm bespoke crank, Arrows rods, Omega pistons, Brett Simms head, and the SU's were replaced by a Weber 45DCOE."

"The Weber's fed by a dual cone stub stack induction system which results in much faster air speeds, but uses quite different jets, etc than normal for a Mini," elaborates Julian. "It's on a long-neck Manifold manifold for improved mid-range torque. The Weber was Dyno set-up by Mike Barrett MBE, and worked very well, helping me finish second in



# HILLCLIMBER

## TECH SPEC

**BODY** Mini Clubman with fixed subframe steady bars, fabricated rear crossmember, fabricated front damper mounts, high-tensile, one-piece top arms (bespoke for damper and ARB positive location/rigidity). Race weight carbon fibre bonnet, bootlid and rear bumper from Arc Angels, Plexiglass side and rear windows, GRP doors on DSG Retro lightweight aluminium hinges, and DSG Retro door handles.

**ENGINE** Short-stroke 1340, with dry-decked A+ block, MED 79mm bespoke crank, Arrows rods, Omega pistons, Brett Simms head, and Weber 45DCOE (dyno set-up by Mike Barrett MBE), MED FIA+ cam, distributorless Polestar system, Davies Craig electric water pump.

**SUSPENSION** Minispares adjustable rose-jointed bottom arms, Swiftune hardened front hub bearing spacers, MED adjustable ride height kit with Red dot front rubber cone springs. Shock Lab bespoke alloy-bodied three-way adjustable front dampers (with Ohlins Canisters) and single-adjustable rears. KAD front hubs, drive flanges, rear beam, radius arms, handbrake quadrants, rear hubs, adjustable rose-jointed tie-rods, front and rear anti-roll bars, adjustable rear camber brackets (modified to lock toe/camber settings).

**TRANSMISSION** MED straight-cut dog-box, DAM 5626 gearbox casing (stress relieved and converted for pot joints). Mini Spares centre oil Pick-up and gold magnetic sump plug. A heavy duty clutch arm, AP Racing clutch plate and AP Grey diaphragm (balanced by MED). KAD standard ratio gear lever and Mini Spares bias set.

**BRAKES** Single line system with Aeroquip Hoses, Wilwood Adjustable bias valve and Superfin rear drums. KAD 4-pot alloy calipers, non-vented Brembo 8.4 inch discs (machined to 7.9 inch to fit the wheels). Metallic pads fitted.

**WHEELS AND TYRES** For dry events: Mike Barnby Split Rims, 10x7 inch and 10x6 inch, all with Dunlop Slicks. Also, four Ultralite 10x6 inch with cut intermediate and wet Dunlops and four Ultralite 10x6 inch with the previous season's Dunlop Slicks for practice testing.

**INTERIOR** Full Safety Devices cage from Cotswold Race Cars. Corbeau Pro Series driver's seat with Sparco five-point harness.



Steering wheel and driving position were honed after studying in-car footage.



## "It went in every direction, aside from the ones I actually wanted it to go"

the Hillclimb & Sprint Association C1 class Championship in 2016.

"In 2017 I changed to an MED FIA+ cam. This pulls from quite low down, but also lets the engine rev. 2017 was also when I ventured into mapped ignition, using an Amethyst system, retaining the distributor as a trigger. The system was mapped by Mike Parry at Race Techniques. The improvements helped me win my class in the Midland Hillclimb Championship."

Keen to continue his winning ways, Julian decided to develop the 1340 further. The block was treated to some internal refinements, and the FIA+ camshaft made way for an experimental version supplied by Race Techniques.

Additionally, Julian switched to full engine management using a

distributorless Polestar system. This has improved engine response and driveability. There's also a Davies Craig electric water pump complete with digital controller. It allows the engine to heat up more quickly, and lets the pump run for a time after the engine is switched off, helping prevent hot spots.

## GEARING UP

The engine is undoubtedly a cut above... and the transmission is pretty special too. Currently running an MED straight-cut dog-box, Julian recently changed from a Quaife ATB to a 3J Driveline MED NXG plate diff.

"I have an aversion to Salisbury plate diffs that can be traced to a Mini I drove in the '70s," recalls Julian laughing. "It went in every direction, aside from the







ones I actually wanted it to go! But the 3J Driveline plate diff is so user-friendly and driveable."

Originally, Julian installed a half cage in the rebuilt bodyshell, but the increases in engine power led him to think more seriously about safety.

"I had Cotswold Race Cars install a full Safety Devices cage, with modifications such as harness and door bars," he explains. "But the cage came with a weight penalty... 14kg in fact, and I could

really feel the drop in performance."

"To help offset this, I fabricated lots of lightweight aluminium and steel parts. The column uses a converted standard outer, which has a standard bush at the top end, a home-made bush at the lower end. The steering wheel to seat spacing has also been altered, and the wheel diameter... thanks to an in-car camera."

"Although I felt it to be a little egotistical, I was persuaded to fit a camera... and I'm so glad I did. Analysing runs with friends, it was obvious I was fighting the steering. So, I swapped from a 13 inch steering wheel to a 14 inch. It was like driving a different car. A huge improvement. We also noticed that the column wasn't close enough, and I was having to reach forward. After experimentation, I settled upon a 40mm spacer to move the wheel closer."

## CLASS ACT

Although success came quickly to Florence and Julian... a truly dynamic duo, it came about because not a single one of the aforementioned improvements was rushed, or put into practice prematurely. That's not Julian's way.

Those class wins and championship successes are the result of five years of intensive analysis and development. Development that's been carried out on



the track ...and as a result of many, many hours spent beaver away in the workshop. Not to mention the fact that he can obviously 'pedal' a bit. Then there's the help and advice he's received along the way.

## SUPPORTING ACTS

"Although I put lots of hours, and lots of effort into Florence, I couldn't have achieved what I have achieved without the support of Appollo Engineering, Andy Doswell, Polestar, MED, KAD, MiniMail, Arc Angels, Concept Racing and Cotswold Race Cars," admits Julian.

"These people, and their companies, have supported me throughout the project with quality parts, brilliant technical advice, and encouragement. I spend a lot of time working alone in the garage, but Florence is a team effort. And I certainly couldn't have done it without the support of my wonderful wife."

Thanks to [www.captureyourcarphotography.co.uk](http://www.captureyourcarphotography.co.uk) 



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The Minis with Philip Porter's CRY, the original E-Type from the film.



# GOING FOR GOLD

Minis and Jaguars enjoy an 11-day celebration of The Italian Job movie's 50th anniversary.

Words Jeff Ruggles Photography Jeff Ruggles, Neil and Jo Burgess, Jaime Sainz de la Maza

**Y**ou'd be forgiven for thinking us Mini fans have the monopoly when it comes to celebrating The Italian Job, but as Jaguar E-Type owners will testify, the famous red, white and blue Coopers weren't the only cars to star in the cult 1969 Michael Caine caper. So, in order to commemorate the film's golden anniversary and the big cat's short but memorable cameo, the Jaguar E-Type Club joined forces with Spanish tour operator Classics on the Road to create the Ultimate Italian Job Tour – an 11-day driving event centred on the film's host city of Turin.

So why are we telling you this? Well, you can't run an ultimate tour without Minis getting involved somewhere along

the line, and so it proved. Keen to provide a memorable experience for participants, the club invited three Minis along to join the ride. And thankfully, I got to be one of the lucky drivers.

The story began innocuously enough with a Facebook post. Minimag contributor Neil Burgess had already become good friends with the E-Type

Club's co-founders Philip and Julie Porter, having used his 1969 Cooper S as showpiece for one of their previous events. Neil was subsequently invited on the tour to represent the red Mini, and was tasked with finding white and blue cars to complete the trio. Cliff Porter responded to a social media post by offering his MkIII Cooper S, while I offered up my long-suffering Sprite to complete the trio. This was despite me never having met Neil in person, or legally driven the Sprite since 2016 (see page 96). Still, there's nothing like a deadline to get you motivated...

Although none of our cars were exact replicas by any stretch, we made sure they looked the part by giving each an Italian Job-style makeover, with three



Stopping at the iconic Reims Grand Prix circuit.



# ROAD TRIP



David Salamone (left) with the Mini crews.



Automobiles BMC in Vienne never fails to impress.

auxiliary lamps on the front, headlamp grilles, leather bonnet straps, GB stickers and, in the case of Neil and I, a cardboard tube to imitate a roll cage. The results were very effective, but the star of the show was undoubtedly 848 CRY, the red E-type used in the film and subsequently owned by Philip Porter for over 40 years. Priceless it may be, but it also gets used, joining an excellent turn-out of fellow E-Types, an XK150, an F-Type and another Mini to create a convoy of almost 20 cars.

The busy itinerary treated drivers and



Minis head up the E-Types on Lingotto.

their companions to some of Europe's most fabulous roads and scenery as it passed through France, Italy and Switzerland on October 6-17. Following stops in Reims, Troyes and alongside Lake Geneva, day five saw the cars arrive in Turin. In the Minis, we departed Dover a few days later. Neil was joined by his wife Jo, while Cliff was partnered by pal and fellow Mini nut Derek Wilkins. As for me, I'd be flying solo.

Our route through France took us past the brilliant-refurbished and very evocative remains of the grand prix

circuit at Gueux, just outside Reims. From here we followed in the wheel tracks of the E-Types to enjoy an overnight stay in Troyes, before making a stop at the fantastic Automobiles BMC in Vienne the following day. Not only did this give Cliff a chance to stock-up on much needed oil and the rest of us to collect a few spares, the ABMC team was also good enough to store our cars overnight and drive us to our hotel in the town centre.

Despite Alpine rain, we arrived safely in Italy to join the other participants for a three-night stay at the NH Lingotto



The Minis outside the Lux Cinema in the Galleria San Federico.



David and Matthew with Neil's red Cooper.



Visiting the Villa della Regina - aka the gang's hideout.



The Minis and Philip's E-Type were placed in the Museo Nazionale dell'Automobile in Turin for the night.



## "The chance to drive at such an iconic location was true bucket list stuff"

Hotel, once a former Fiat factory and still home to the rooftop test track used in the film. Here drivers had a rare chance to negotiate the famous banking, with David Salamone replaying the actions of his character Dominic by driving a red Mini around the Lingotto for the first time since the filming in 1968. It was also the first time he'd visited Turin in the 51 years since. For me, the chance to drive my one-time £450 wreck with such illustrious company and at such an iconic location was true bucket list stuff.

The tour was also attended by expert Matthew Field, whose new book, *The Self Preservation Society: 50 years of The Italian Job*, was published earlier this year. Matthew and David provided expert

commentary as famous Turin landmarks from the film's legendary heist and chase were visited on foot. These included the Baroque staircase of the Palazzo Madama which the Minis drive down, as well as the Galleria Subalpina shopping arcade the Minis pass through and the crowded porticoes of the Via Roma.

### ON LOCATION

Matthew and David also provided a unique insight into the film, sharing their wisdom during an exclusive private film screening at the Lux cinema in the Galleria San Federico – the location for the scene where the police motorbike crashes into the steps (you can still see where the steps were repaired). We were also able to drive the Minis inside during peak shopping hours, much to the

The Palazzo Carignano provided the location for the gold to be loaded into the Minis.



surprise and delight of the locals.

The Minis were driven to several other film locations too. These included the Palazzo a Vela, now known as the Palavela, which the building with the distinctive sail shaped roof. Sadly I was absent for this one as I attended to a dislodged CV boot, but the trio of Minis were re-united for the Villa della Regina, which is the location used as the hideout for Charlie Croker's mob, as well as the steps of the Gran Madre di Dio church that starred in the "good luck" scene where the Minis crash a wedding. The cars were also lined up close to the



David at the wheel of a red Mini on the Lingotto for the first time since 1968.



Outside the church used for the famous wedding scene.



Unseen photos from the film were auctioned in aid of the local children's hospital.





# ROAD TRIP

The Minis at the top of the Col de L'Isèran in France.



weir on the River Po where another of the iconic stunts was performed.

Lastly, we visited the Palazzo Carignano - the location where the Minis were given permission parked up in the Piazza outside, but not before the local Carabinieri, who were dealing with the visit of a politician in the very same square, had given us a bit of a talking to!

On the Friday evening, the Minis and Philip's E-Type were placed in the Museo Nazionale dell'Automobile, where participants were treated to a gala dinner and a guided tour of the collection. A seven-strong collection of prints from unseen photographs taken during the filming were auctioned for over €5000, with proceeds going to the Turin

Children's Hospital.

The following morning saw participants depart Turin, with the cars enjoying a picturesque drive over the stunning French and Italian Alps for a two-night stay in the Aosta Valley. The Minis then made their way through Switzerland bound for another night in Troyes before heading back to the UK. For the E-Type crews, the remainder of the trip included a visit to Mont Blanc and trip via the fantastic Great St. Bernard pass into Switzerland. The final two nights saw stops at Gerardmer and Sedan in France, before the cars returned to the UK after an epic trip truly worthy of its 'Ultimate' moniker.

All told, it was a great way to celebrate one of Britain's most iconic movies, and a

CRY up in the Alps.



real credit to the efforts of the E-Type Club and the team at Classics on the Road. Given the cost dichotomy between the Minis and Jaguars I half expected a bit of a 'us and them' mentality, but refreshingly I couldn't have been more wrong. The welcome us Mini owners received from the Jaguar occupants was nothing short of amazing, and we even managed to keep one of the Jags going when its alternator failed! We all mixed together with no airs and graces, and by the end of the week, genuine friendships had been formed. Who knows, we might have even converted a few to the joys of Mini ownership... 

Lined up for the channel ferry home.



An E-Type on an open Alpine road - living the dream!





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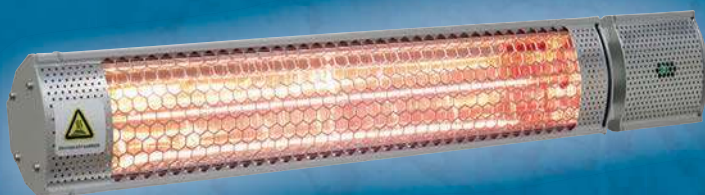
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# Mini TECH

The essentials for keeping your Mini on the road.

## 82 ASK THE EXPERT

Our tech experts answer all your Mini technical queries.

## 86 PRODUCTS

The latest selection of parts and goodies to lavish upon your Mini.

## 89 WORKSHOP

Getting the Downton ready for paint prep is taking a lot longer than hoped...

## 94 OUR MINIS

The latest from our Mini fleet, this time featuring the cars of Gerard, Jeff and Tim.

## BEFORE STARTING



The first rule of working on cars and using tools of any kind is don't be stupid. Make sure personal protective gear – goggles, gloves, ear defenders, masks and a set of overalls – are hanging on a hook in your garage and use them wisely.

If you're working with power tools, protective gear is essential. Never attempt to work under a car without supporting it securely using suitably strong axle stands. If you haven't got a fire extinguisher, buy one and keep it near to hand. The bottom line? If you're not completely confident of your own ability to complete any task safely, don't even start it. Leave it to the experts.



### ITEMS REQUIRED

Carbon fibre cloth (pro 2k used on this project)  
Black epoxy base coat (this example XCR)  
Clear coat resin  
Epoxy hardener  
Black cutting compound  
Gloves, mixing cups, mixing sticks  
Laminating brushes  
Wet and dry paper. Mixed grades from 120, 240, 400, 800 & 1200 Grit

### Also useful:

Weighing scales  
UV stable sealer  
Body filler if required

## TECH: SKIN DEEP

Carbon fibre continues to be a must have in your Mini build – we discover an easy way to introduce the hi-tech material.

**F**or automotive use, carbon fibre was once the preserve of Formula One. Bringing benefits of its ultra low weight and massive strength, it's a highly specialist material requiring specialist equipment to manipulate. And due to this, it wasn't cheap.

This is still true of composite products which contain a large proportion of the wonder material, and we regularly feature cars with carbon fibre panels, wheel arches, seats and trim panels manufactured by the leading names in the business. You don't have to dig very deep to realise though that for many people the strength and low weight properties of carbon fibre products are nowhere near as important as the aesthetics – it just looks so good.

If your budget doesn't run to true carbon fibre panels, but you're desperate for the look of real carbon fibre in your Mini, there is a DIY-friendly affordable solution – carbon fibre skinning. You'll no doubt have noticed that this month's cover car, Richard Sharpe's stunning K-headed Pickup, features a full width carbon fibre dash. Richard was happy to talk us through the process and share with us how he achieved such an amazing finish.

The clue is in the name. Rather than creating a complete one-off product purely from composite materials, skinning simply adds a layer to an existing item – in this case a recycled and modified wooden dash from a

Riley Elf. It's just as easily applied to other materials – such as various types of plastic or metal – but the preparation techniques may vary slightly. Its primary function is aesthetic, but a welcome secondary aspect is that the carbon fibre weave and the epoxy resins used will add a great deal of strength to the item being skinned, and may even in some instances be used to help restore strength to a damaged item.

### HIGH GLOSS

If you are to achieve that desirable high gloss finish, the most important skills you need to possess are patience and attention to detail. The process requires no specialist tools and a complete starter kit containing all the materials you'll need can be bought from specialists – all of the materials used in this feature were purchased from Easy Composites. All you need to complete the job is a clean, well ventilated area and plenty of time – certain tasks have to be completed at set times so don't start it unless you have the time to follow through. It's not a job you can start and then walk away from.

The item to be skinned needs to be fully degreased. In the case of trim parts, this will probably be no more complex than a thorough wash down with soapy water and then allowing to dry. The surface to be covered then needs to be keyed. In the

Words Gerard Hughes/Richard Sharp Photography Richard Sharp



case of the wooden dashboard in this feature, that involved rubbing down with 120 grit sandpaper. This is to allow the resin to get a good mechanical grip on the surface. With plastic parts, it may be necessary to scuff the surface even more, and specialists recommend scoring the areas close to edges of the part to make sure the resin gets enough purchase.

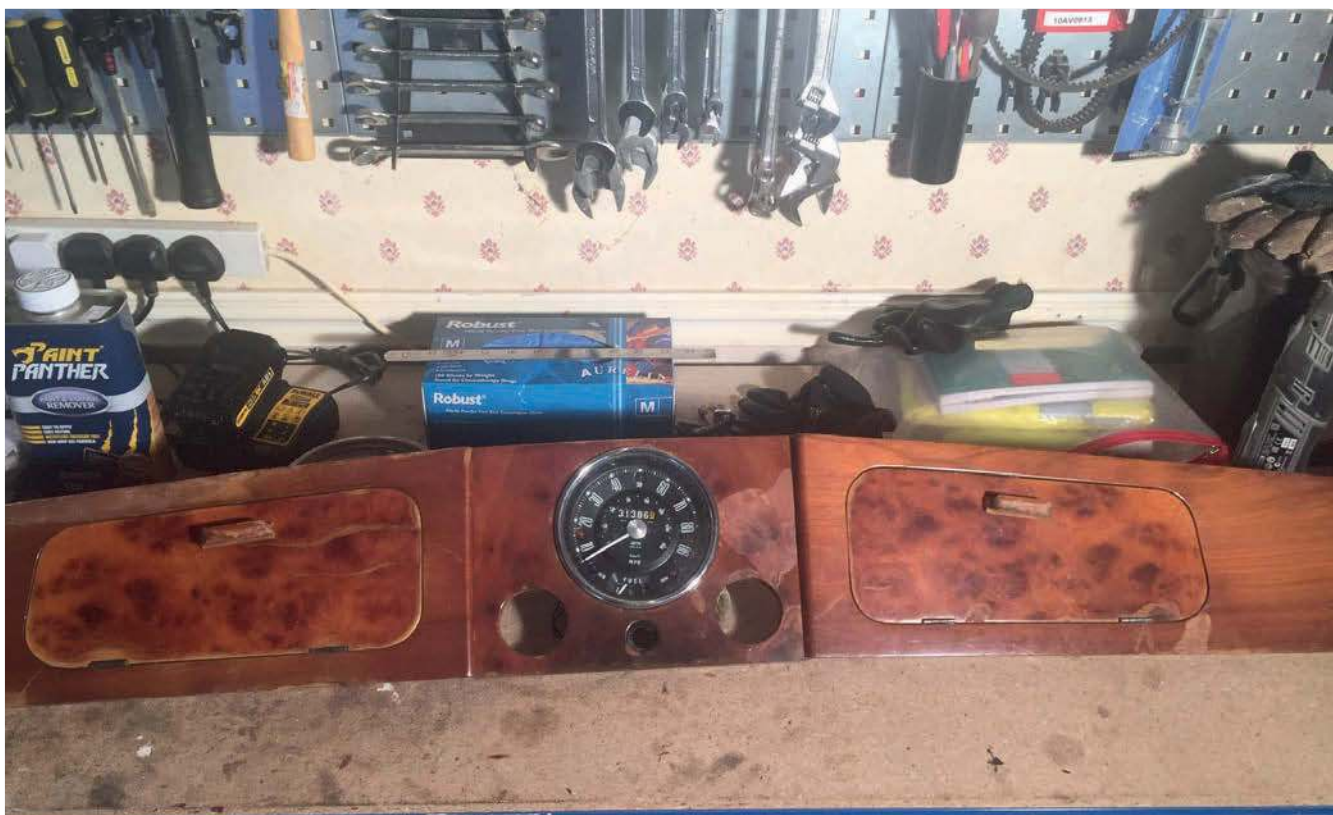
The first coat of resin performs two functions. First of all, this basecoat contains heavy black pigments which cover the underlying material

and prevent it from showing through the carbon weave on the finished job. If the resin doesn't cover completely, it's recommended that you wait around two hours where it becomes firm but still tacky and then apply a second coat. The second function of the base coat is to stick the carbon fibre weave in place, again this is done after allowing the resin to cure for two hours.

Depending on the complexity of the part being skinned, it's best to work out how the carbon fibre fabric will be wrapped around it.

The most obvious areas should be covered first, and great care should be taken when handling as the weave is easily damaged. Use low tack 'frog' tape to mark out the shapes to cut on the cloth and use sharp scissors to cut the cloth through the masking tape. By using the tape you will ensure the frayed edges are reduced.

If more than once piece of weave is being used, place the joins in not-so-obvious areas – for instance, if covering door mirrors, place the joint on the underside. **mini**



1

The donor dashboard as bought. First job is to degrease it using warm soapy water and then allow it to dry out thoroughly.



2

Ensure the dashboard is smooth and all old lacquer and paint is removed. It's important to ensure any imperfections are sanded back at this early stage.



3

Richard planned to fit additional gauges so the original Elf centre dash section was discarded, and through careful templating, a new section was cut from plywood.



4

With the gauges trial fitted, all edges finished and fastening hardware fitted, it's time for the process of carbon skinning to start.





5

Fill any holes or imperfections with filler and once hard, sand back until smooth. Careful preparation of the underlying surfaces will pay dividends in the finished job.



6

The back of the dashboard was painted in primer to seal it. All the unskinned areas are to be finished in black, even those not immediately visible.



7

All areas to be skinned are now flatted with 120 grit sandpaper to ensure that the resin can gain a good mechanical grip. This is a crucial part of the process.



8

The exposed edges were painted black. The plan was to epoxy over the black base in addition to skinning the front face, so it was important to paint these parts first.



9

Mark out your material with low-tack frog tape. Take care not to mark the cloth as it can be fragile. Cut to size with sharp scissors and leave excess cloth around the part.



10

Carefully mix the black epoxy with the resin hardener, taking care to follow manufacturer instructions. Weighing scales were used to get the correct 3:1 ratio.

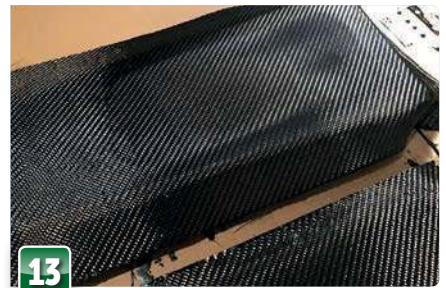




11  
Liberally apply the black base coat with a laminating brush to the dashboard face. At this stage you are laying down the adhesive layer for your cloth and will need to wait for it to cure.



12  
After two hours, the base coat will be malleable enough to leave a finger print with a gloved hand; but none of the base coat should stick to the glove.



13  
Lay the cloth over the dashboard; draping the fabric will ensure it is not stretched out of shape. Press firmly into the basecoat and then leave to fully cure.



14  
Mix the clear resin with the hardener to manufacturers spec. Again use scales to get this right. Mix thoroughly; really scrape the edges and entire base when mixing.

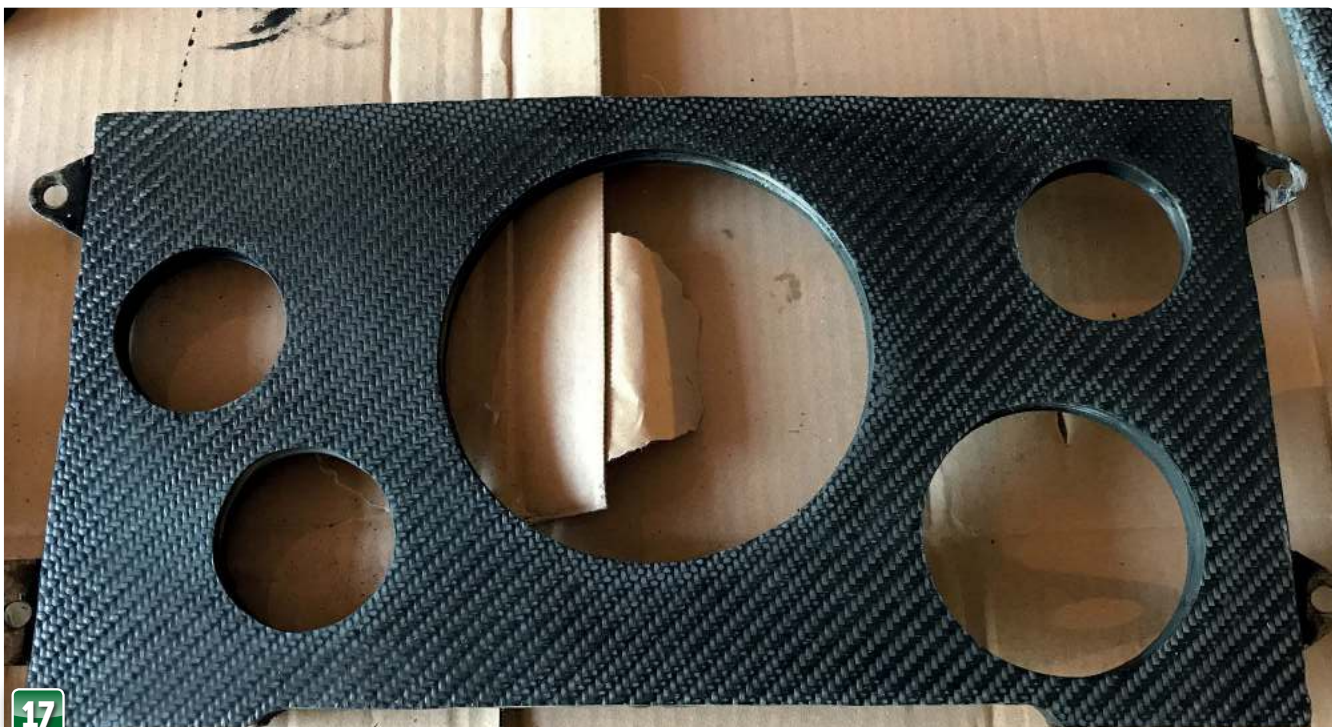


15  
Once you have thoroughly mixed the resin apply an even coat with a clean brush. Be sure to avoid runs and drips – the cloth must be wet all over. Leave to cure for 8 hours.



16  
The dash will look shiny but with rough edges at this point. You can take off the rough edges with 120 grit paper. The gauge holes can be rough cut with a Dremel using a burr tool (dentist bit pictured).





17

A small flapper sanding tool on the dremel was used to carefully bring the edges inline with the dashboard. Sand the surface to key it using a sanding block, being careful not to damage the cloth. Remove dust.



18

Mix another batch of clear resin. Apply as before. Repeat approx every two hours for a total of three layers. It's important to re-apply whilst the resin is still tacky. Once complete leave overnight to harden.



19

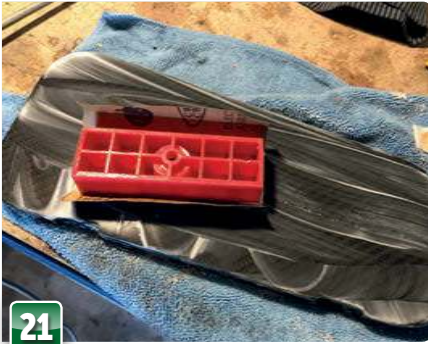
Flat back with a block using 120 and then 240 grit wet and dry paper. It's important to ensure the resin is completely flat at this stage, so take your time and do it by hand.



20

Mix clear coat once again - at this stage don't rush that mixing. Apply one final thin coat of resin ensuring there are no drips or runs. Leave this to harden overnight, minimum 8 hours.





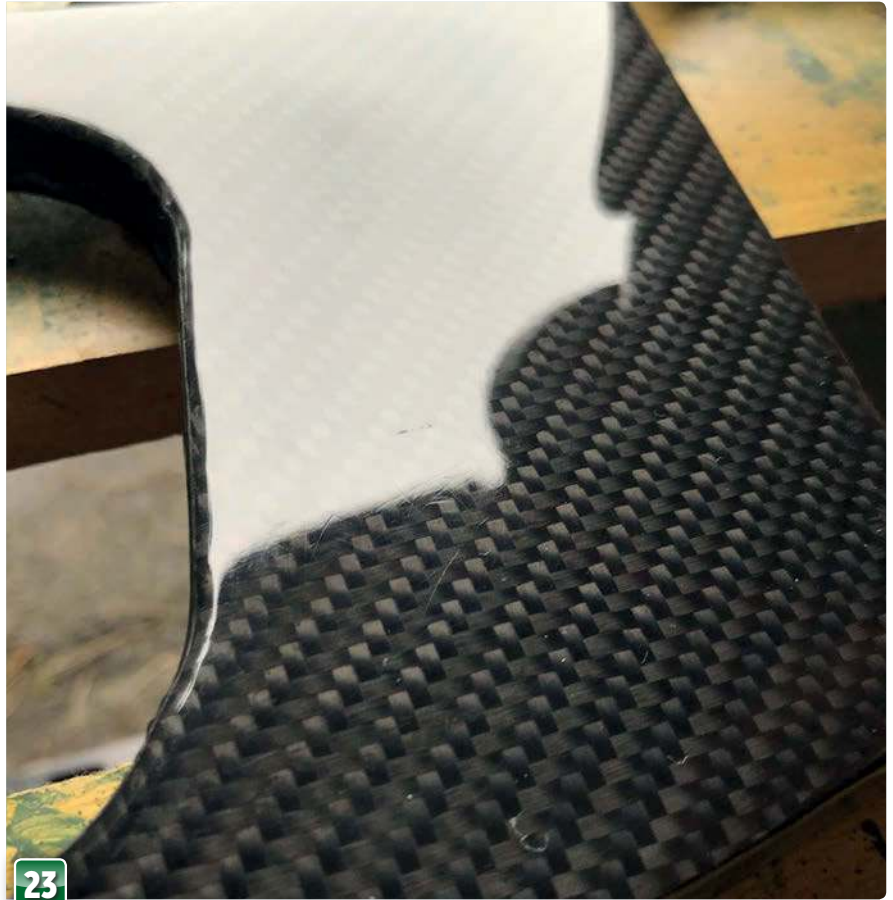
21

It's now time to work through the grits; 400, 800, 1200. Take your time and use a block to get a perfectly smooth surface. Final finish is a result of the time spent here.



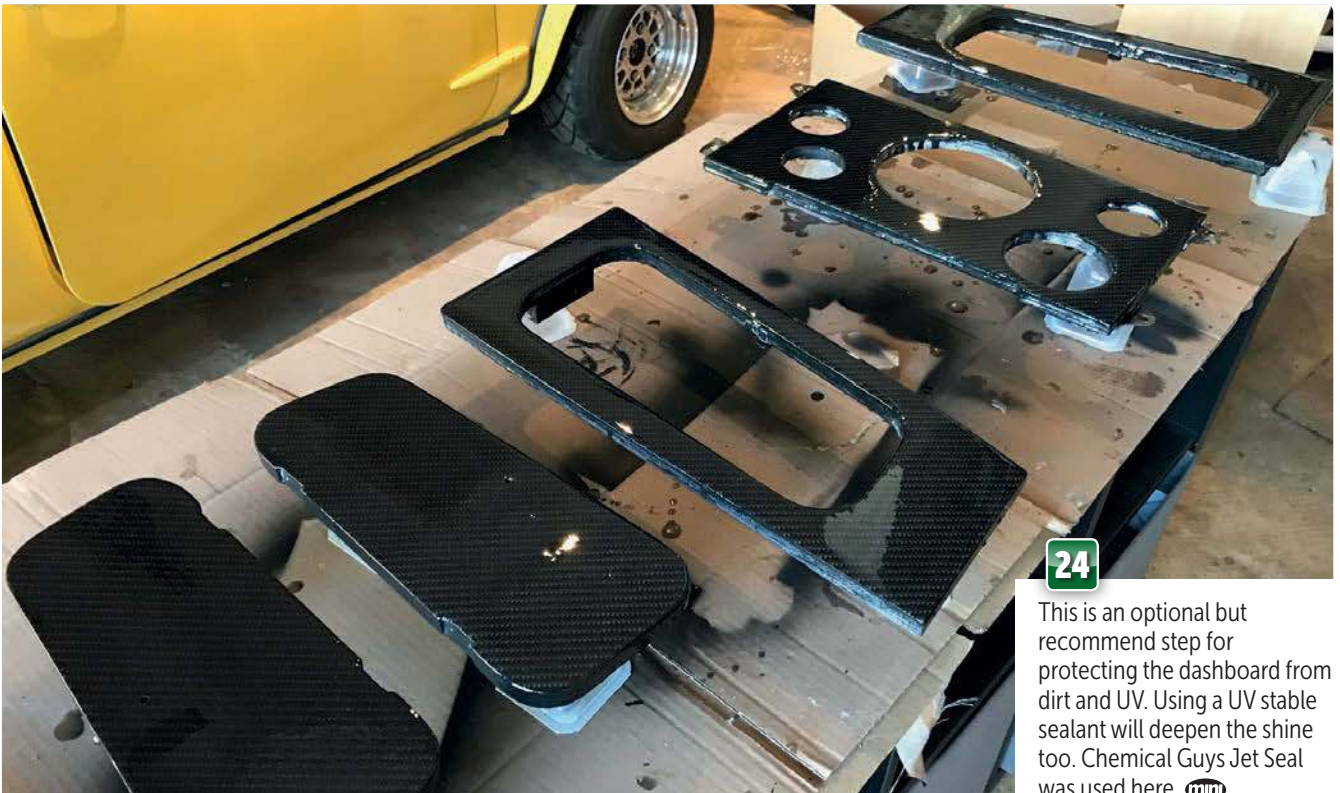
22

The penultimate stage is polishing the part to a gloss finish, using black cutting compound and light cutting pad on a DA polisher. The final finish should be scratch free.




23

If there are any deep scratches you may need to revisit the higher grade grits mentioned in step 21. You're aiming for a glasslike finish.



24

This is an optional but recommend step for protecting the dashboard from dirt and UV. Using a UV stable sealant will deepen the shine too. Chemical Guys Jet Seal was used here. 

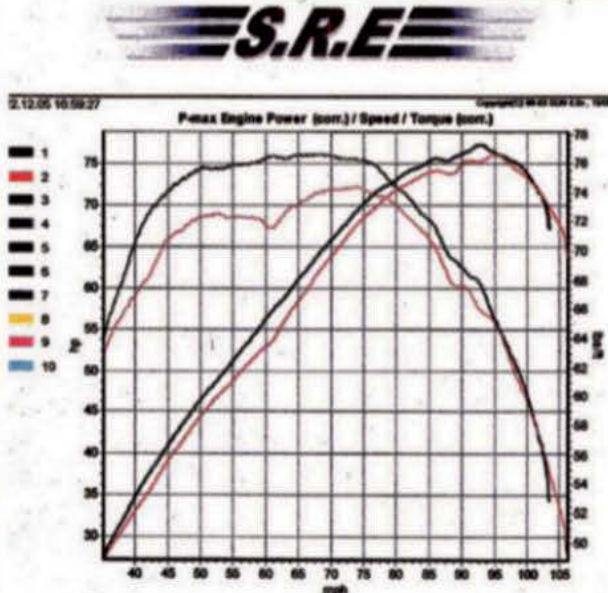


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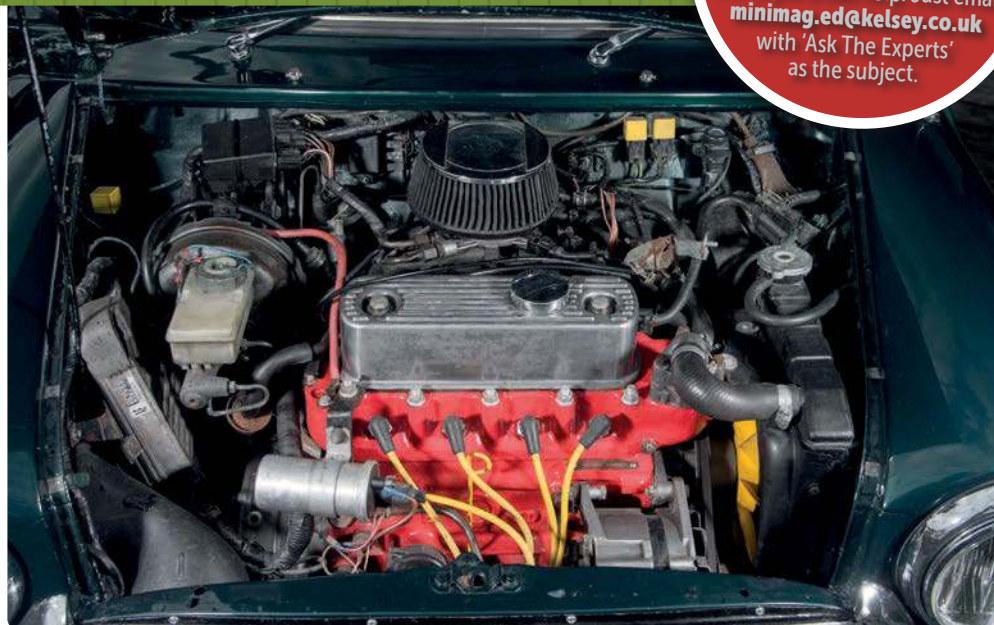
## INJECTION TIME?

**Q** I have bought a 1990 Mini Cooper in need of restoration. It has the 1275 with a single SU carburettor. Even though the engine appears to be in good condition, I was recently offered a second-hand engine taken from a fuel-injected 1.3 Cooper. It's still in its front subframe with all the drive intact. I want to put the whole thing into my car and replace the fuel-injection unit with my inlet manifold and carb. Is this a worthwhile swap?

Alex

**A** The earlier carb'd Coopers were essentially the MG Metro engine and so gave better performance than the later injected ones — which are little more than the standard Metro engine with fuel-injection fitted.

The hassle is that the injection engine uses electronically programmed ignition, so you'll have to sort something out here if it's the earlier single-point engine. Fortunately, it still has a hole and drive for a distributor to be fitted. If it's the later twin-point injection, you're in trouble as there's no hole in the block



**"If it's a later twin-point injection, you're in trouble as there's no hole in the block for a dizzy"**

for a dizzy. This means running the ECU and therefore using the injection wiring loom and all the grief that goes with it.

Ancillaries fitment may be a problem depending on which injection engine it is too, although this can be sorted by using most of the bits off of the outgoing engine.

As for if it's a worthwhile swap, we're not sure what to advise. If your carb engine was in very poor health, and the injection unit was in great condition and was cheaper than a rebuild, then maybe. But if your current engine is as good as you say it is, we'd be tempted to stick with that.

## CLUB CLUNK CLICK

**Q** We use our modified Clubman Estate as a daily driver and I would like to fit three-point seatbelts in the backseat. We have two young children and obviously, they can't travel in the Mini unless we can find a way to make them safe. Do you know if this is



## UNDER THE ARCHES

**Q** I plan to fit 13x6 Superlite alloys to my Mini. I know I will need to fit a set of wheelarch extension to keep the car MoT legal but want something slim and

unobtrusive - sports pack arches don't appeal, neither do the current fave, Miglias.

I've seen Wood & Pickett-style arches fitted to a few Mini saloons and they're perfect. I was wondering if you could tell me how to fit these to the Mini — do I have to drill the bodywork? Also, do I need to cut any of the wheelarch away to clear the wheels? Any advice would be much appreciated.

Mike

**A** Wood & Pickett arches attach by a series of fixing screws positioned through the underside of the arch into the lip that sticks out all around the wheelarch line. It's a neat way to hide the fixings and gives a clean line to the arch. A rubber seal is available which fits between the wheelarch and the body to ensure a really neat fit.

To get the wheels to fit without rubbing, you're going to need to reprofile the

leading edge of the front wheel arches. And once you've cut the wing away, you'll need to reform the lip so the arch can attach. As the W&P arches are designed to fit standard wings, you may need to adapt them and this may well involve some cutting away of the underside. Unless you can take a closer look at a Mini which already has these fitted, this will involve a bit of trial and error.





## CRACKING UP

**Q** I'm currently restoring a 1275 Cooper S and have just started the rebuild on the engine, block number AEG312. On strip down, I've discovered the cylinder head is cracked. It's an AEG163. Is it worth trying to repair it, or if not, what are my options in terms of replacing it?

Andy

**A** Finding a head to work with your engine may not be the problem here, but finding the right head might be a little more difficult. The Cooper S has become such a valuable car that maintaining originality has become the top priority. If this is not that important to you – and you're not concerned about the ultimate value of your Mini – there are more

options open to you.

The AEG163 cylinder head was introduced in late 1963 to replace the earlier 12A185. It stayed in production until 1969, seeing service on the last 1071cc engines, all 970cc engines and practically all 1275cc engines – the 12G940 replaced it for the last 15 months of Cooper S production. The AEG163 features 35.6mm inlet and 31mm exhaust valves, and uniquely, these were manufactured in Nimonic 80 (EN214N) steel and use double valve springs. The bigger valves helped give the S the significant power increase over the lesser models, but also proved to be the head's achilles heel – the small amount of material left between the valves was prone to cracking.

As used on the Cooper S, the 12G940 head used the same 35.6mm inlet valves, but the exhaust was reduced to 29.4mm. The valves were made from standard material and had longer stems to compensate for the higher valve spring seat on the casting.

The loss of performance was negligible but the increase in material between the seats meant the head was much less prone to cracking.

If you wish, you can use any of the later, and more reliable, 12G940 head castings as used on all 1275cc engines – even the non-S type – but be aware that the head was in production for a long time and they come in a wide variety of configurations. Valve sizes varied, some with 33.3mm inlet/29.2mm exhaust valve



size, others featured 35.7mm/29.2mm valve sizes. And as they were used across a range of models, there are bypass hose take off, heater tap take off and temperature sender tapping variations. Later heads also came with lead-free exhaust seat inserts fitted.

Of course, any of these can be modified to suit your requirements, but it will come down to how much do you want to spend, the level of performance you are aiming at and perhaps most importantly in this case, how original you would like the car to be.

possible at all?

The standard Estate had no provision for rear belts, but as ours is fast and low, I don't think it would look out of place to fit some kind of full rollcage. Could I fit seatbelt mounting points to this?

Jonah

**A** You don't seem to be alone in your desire to fit three-point seatbelts in the back of a Mini Estate, and there seems to be a lot of solutions to the same problem out there.

We featured Kieran Baybutt's brilliant Honda Vtec-engined

estate in the May 2019 issue of the magazine, and he has done just as you suggest. His estate is built around a serious eight-point rollcage and he has engineered rear shoulder mounting points into this. He may be able to offer you a similar service through his company, KJB Fabrications.

There is also a lot of information on rear seat belts on the Clubman Estate Register forum tech pages. Some

contributors have used components from late injection Minis, one ingenious owner had adapted mounting plates from the Rover 200. All of these require a certain amount of engineering skill to fit, and obviously with such a safety critical item, you would have to be certain that any work carried out was to the highest standard. A huge amount of force is transmitted through the seatbelts in the event of an accident, and any weak points – particularly in the mounts – will become glaringly, and potentially fatally, obvious. Be very sure of what you're doing before you proceed with any conversion.

through it. The car has covered around 60k miles. Would serious wear have taken place over this time? Also, is there a way to remove the rack without lowering the subframe?

Mark

**A** Before you blame the steering rack, it's worth checking a few other components. The play you can feel through the wheel could be caused by failed or missing front subframe tower to bulkhead bushes, and possibly the other front subframe mounts between the front subframe rear legs and the floor pan.

Look at the front subframe. The bushes that fit between the tower and bulkhead have a habit of moving out of place and going awol. If there's no long, oval-shaped rubber mounting between the tower and bulkhead, that'll be the problem. If they're all present, correct

## "A huge amount of force is transmitted through the seatbelts in the event of an accident"



## ON THE RACK

**Q** My Mini has a steering problem. When the car is stationary and I rock the steering wheel slightly, there is a distinct knock transmitted





## DEEP BREATHING

**Q** I own a 1973 Mini 1000 fitted with a standard 1.25 inch carburettor. I've enjoyed driving it this year but would now like to give it a power boost.

Everyone I've asked has advised me to fit a Stage One Kit so I am going to fit a new exhaust, manifolds and air filter. Unfortunately I can not find an aftermarket inlet manifold for a 1.25 inch carb.

Are these available or would I be better to upgrade to a secondhand 1.5 inch carb. Would it be advisable to get it refurbished first? How much would this cost? Apart from a rolling road session, would I have to do anything else to get it running well?

Lucas

**A** Your best option here is to upgrade to a 1.5 inch carb. The 1.25 inch one

will seriously limit power output – even if massively modified, which tends to make them somewhat inefficient anyway.

If you don't know the history of the carburettor, it would definitely be worth rebuilding it. Any possible poor running caused by the carb's state is eradicated.

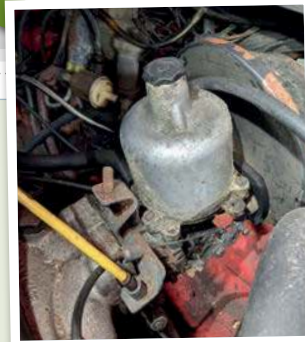
A complete rebuild kit from Burlen costs £60.54 in VAT (SU part number CRK219) and has absolutely everything in it, including spindle bushes for the carb body. These are the only parts you may not be able to fit yourself since the carb body needs carefully drilling out with a long series drill – both sides at the same time to make sure they are concentric to each other.

As for upgrading the engine's breathing system, the advice you've received is good – the cheapest power-for-money increase on the

A-Series is a well-sorted Stage 1 kit. A decent, well developed kit can improve power output by around 25 per cent, and torque by 12 per cent.

As even the best kit is made to work with all Minis, and no two Minis are ever the same, it's always advisable to have the car set up properly on a rolling road.

What you're looking for is a kit that contains a high-flow alloy intake manifold, Cooper Free-flow exhaust manifold (proven to give the best performance on small-bore engines), exhaust system (avoid any 2 inch systems, as they're too big), fitting kit for same, freeflow replacement element air filter (pancake/cone type make a lot of noise, only gives an odd hp or two right at the top on the rev range and makes correct fuel mixture difficult to maximise), suitable replacement carb needle and necessary gaskets/



instructions to do the job.

As stated above, avoid 2 inch exhaust systems. They lose power on 998s (and road going 1275s come to that). The intake manifold ports shouldn't be excessively large. Most will come with water-heating facility, but unless you drive in very cold climates don't connect this up. The cooler the intake charge the more torque/power you will get. One useful addition to this is to use Thermo-Tec exhaust wrap on the exhaust manifold. This massively reduces the underbonnet temperature that is the killer of Mini engine performance.

and ship-shape, look at the front subframe to floor pan mountings. Now try and lever the subframe away from the floor pan. These mounts separate, causing the frame to move about. While doing this, carefully inspect the metalwork around the mounting. This area can fatigue crack when several mountings have been left to go bad and rust gets into the crack to worsen the situation.

If it is the steering rack, jack the car up and place it on axle stands. Grab each wheel in turn at the quarter-past-nine position and push and pull while looking at the track rod end first, then the track rod inner joint where it joins the rack. If it's gone here, you may well be able to hear it too. It's also worth checking the



rack to floor pan/toe-board U-bolts are still tight.

The mounting panel fixed to the toe-board has been known to collapse slightly over time causing the rack to be loose in its mountings.

It's impossible to remove the rack without dropping the rear of the subframe. There simply isn't room to get it out.

## VENT IT

**Q** I have fitted MG Metro vented discs/callipers to my 1989 Mini. The rear brakes are standard and it's also using the original master cylinder with servo. I suspect it's the brake reducing valve that's causing me problems.

I understand how the earlier type of regulating valve works on the single circuit system and any information I can find only states that the reducing valve works in the same way. If this is the case, why are the front brakes piped through this valve?

Is the pressure to the front reduced in any way?

My intention is to fit a driver adjustable brake valve to the rears. Could I have the fronts bypass the reducing valve and the rears go through the adjustable valve, reverting to the older arrangement, or do the master cylinders differ between the two systems?

Stuart


**A** Basically the valve on your Mini (Pressure Differential Warning Activator, PDWA) is a brake pressure regulator and a brake failure valve. So if one part of the brakes fails (leaking fluid or whatever) the shuttle valve contained in it blanks that part of the brakes off (front or rear in your case) so you maintain some braking.

Having said that, trying to stop a Mini on just its rear brakes is not something you'd want to do, especially not in traffic! That's why the front brakes are



plumbed into it as well as the rears. The pressure is not at all reduced to the front, only to the rear brakes.

To fit an adjustable valve to the rear, all you have to do is dump that standard PDWA valve, join the two pipes that feed the front brakes, then plumb the adjustable valve into the rear feed line.

The only noticeable difference between the old single line master cylinders and the later split systems ones is the fact that the master contains two bore/piston sizes instead of one. The actual bore size that drives the front brakes is basically the same. 



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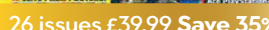
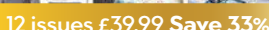
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Words and Photography Gerard Hughes

# PROJECT GT

## SHELL SHOCK

Stripped to a rolling shell, we thought that we were ready to start prepping the Downton GT for paint. How wrong we were...

**I**t was the first time of many with the Downton. That point in a project where you think you've reached a significant milestone, and it's all going to be downhill from there on. Then reality bites...

After realizing that a complete strip

Minis – appeared to differ radically from ours. He came to have a look one afternoon and left us with a hefty to do list. We had of course realized that the subframes would have to come out, but there was also plenty of parts still attached that we'd chosen to ignore...

after a once over with the steam cleaner. It would also make crawling around under it that much more pleasant.

We had been paranoid about removing the windscreen. Both Will – the car's owner – and I had convinced ourselves that the screen was a one off, that it had been specially made for the car and if we cracked it, we were in big trouble. Neither of us can recall why we thought this, but the lowered roofline and canted back A-pillars no doubt had some influence. Gav took one look at the screen and reassured us that it was a standard (and therefore, easily replaceable) item. It came out easily. The same could not be said of refitting it, but that's for a future episode.

The passenger side door skin had received a nasty crease during

**"I realised that these should have been soaked in penetrating fluid weeks earlier"**

down and repaint was the only sensible option, we'd got stuck in and quickly reduced the car to a rolling shell. Our old mate Gav Parish had agreed to help us out with the body prep and paint, but his idea of ready for paint – he's done this professionally and has personally owned and built several show winning

We'd managed to get the loan of an industrial steam cleaner, so before anything else was stripped, the shell was wheeled outside and the engine bay and underside were cleaned. These machines are impressive, and even though the Downton wasn't too bad, it was surprising how much better it looked





storage, and Gav was not happy at the thought of trying to repair it. A new skin was chosen as the best option. We also had some issues with the way in which the window frames fitted the door apertures. Gav thought these could be improved so after some careful measuring and marking up, we removed both doors and Gav took them both back to his home workshop for fettling.

It's always the last few little jobs that seem to take an age. As this had been a development car, we always suspected that it had been tried with a few different variations in place, and one of these was the brake master cylinder and servo. It had the late type, but for some reason,

the second captive bolt in the bulkhead had been removed at some point and replaced with a nut and bolt. These are awkward enough to remove when you just have to wind off the nut. To just add a little bit of a challenge, the fixing was also heavily corroded. There was just enough movement for the nut to loosen, then it seized tight. It took a while to drill out the inaccessible, seized-tight-but-loose-enough-to-wobble nut. And then we discovered that the servo frame had a couple of spots of weld holding it in place, just for good measure...

The wiper wheelboxes also proved to be one of those jobs that you ignore to the last minute, mainly because

whenever I've had to do it in the past, they're never been a problem. When both securing nuts sheered at the first touch of a spanner, I still didn't think much of it. Hours later, sweating and struggling with Mole grips, I realized that these should have been soaked in penetrating fluid weeks earlier. The alloy housing had corroded so much, it had effectively welded itself to the nut.

Subsequently removing the front and rear subframes seemed straightforward in comparison. Pipes and cables were pulled off, and at last, even we could see that this was as naked as a Mini could get. That is, until you take a couple of cup brushes to the underside... **mini**



1

Just when you think it might be ready for paint, someone who knows better comes along and points out how far you've still to go. Steam cleaner got rid of the oil and muck underneath.



2

The straightforward job of removing the wiper wheelboxes got infinitely more complicated from the moment the securing nuts sheered away at the first sign of pressure from a spanner.



3

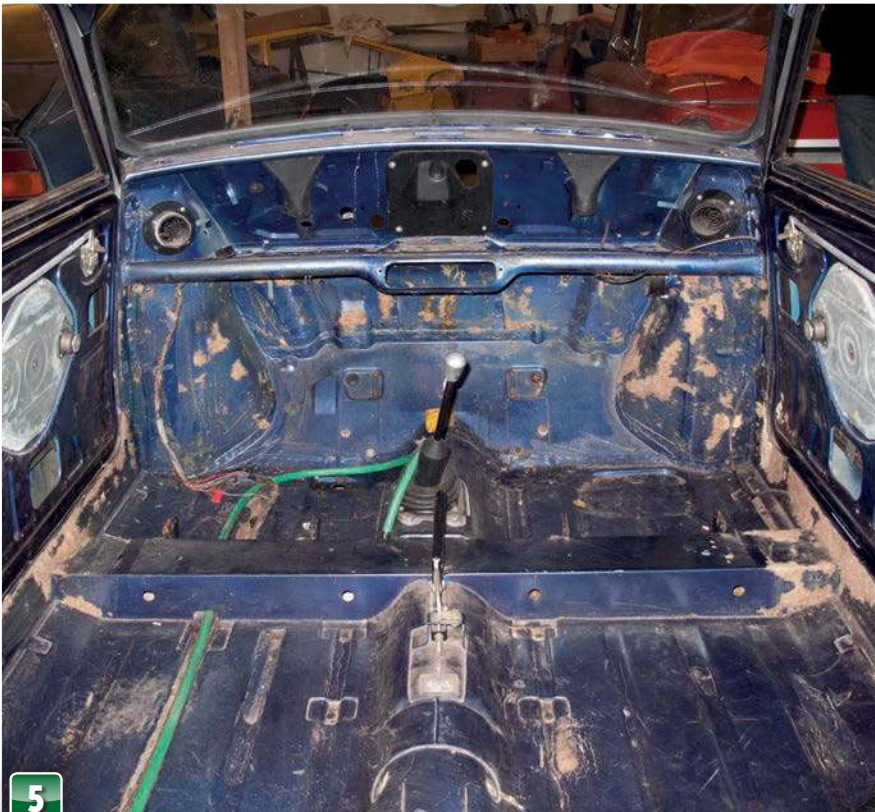
Hours of work finally revealed some very corroded alloy which had in effect welded the nuts in place. After taking so much care to remove them, it's annoying to realise they're scrap.



4

The securing stud for the servo had been replaced with a nut and bolt, which had corroded and seized. Drilling out proved to be a lengthy trial, and it held fast until there was almost nothing left.





5

You think you've cleaned it out, until you remember vents, closing plates, windows, winders, door latches – the list kept getting longer.



6

After much fretting about the origins of the windscreen – and therefore the replaceability should it crack – we were told in no certain terms it's a standard screen.



7

Stripping the doors was also handled carefully. The lower roofline means the door glass is cut especially for this car. The smaller aperture also makes manouvering the glass more tricky.



8

Just one more little job to do. The custom seats in the car had required some 'adaptation' of the mounting points. These will be returned to standard.



9

Trying to gently remove the headlining proved fruitless so brute force was applied. There are no bars – it was just thin polyurethane foam covered with standard headliner material...



10

... which left quite a mess inside the roof. This will have to recreated on the finished car but for now, removing the old glue and foam remnants is a laborious task.





11

The cross brace on the internal frame had been split to provide a rear screen demister – note the green pipe on the interior pic. We decided to restore the strength.



12

Welded up and ground back, it looks good. As this frame is bonded into the rear of the car, it will be thoroughly wax injected at a later stage to protect it.



13

Gav tries the freshly reskinned and reprofiled door for size. The window frames could only have been described as adequate once the trim was stripped off.



14

The door window frames were cut, reprofiled and then rewelded. In this image, it's easy to see how much better they fit. The original trim clips were also removed in the process.



15

Final dressing off the door skin returns once Gav is happy with the final fit. Skin was replaced as the old one had been creased, and this would have been very tricky to repair successfully.



16

At last, both front and rear subframes were dropped down. These will join the large pile of sub assemblies waiting to be refreshed.



17

At last, we're now ready for the body prep to begin. There are a couple of issues that we're yet to get to the bottom off, but at least we have a clean sheet to start with... **TO BE CONTINUED**



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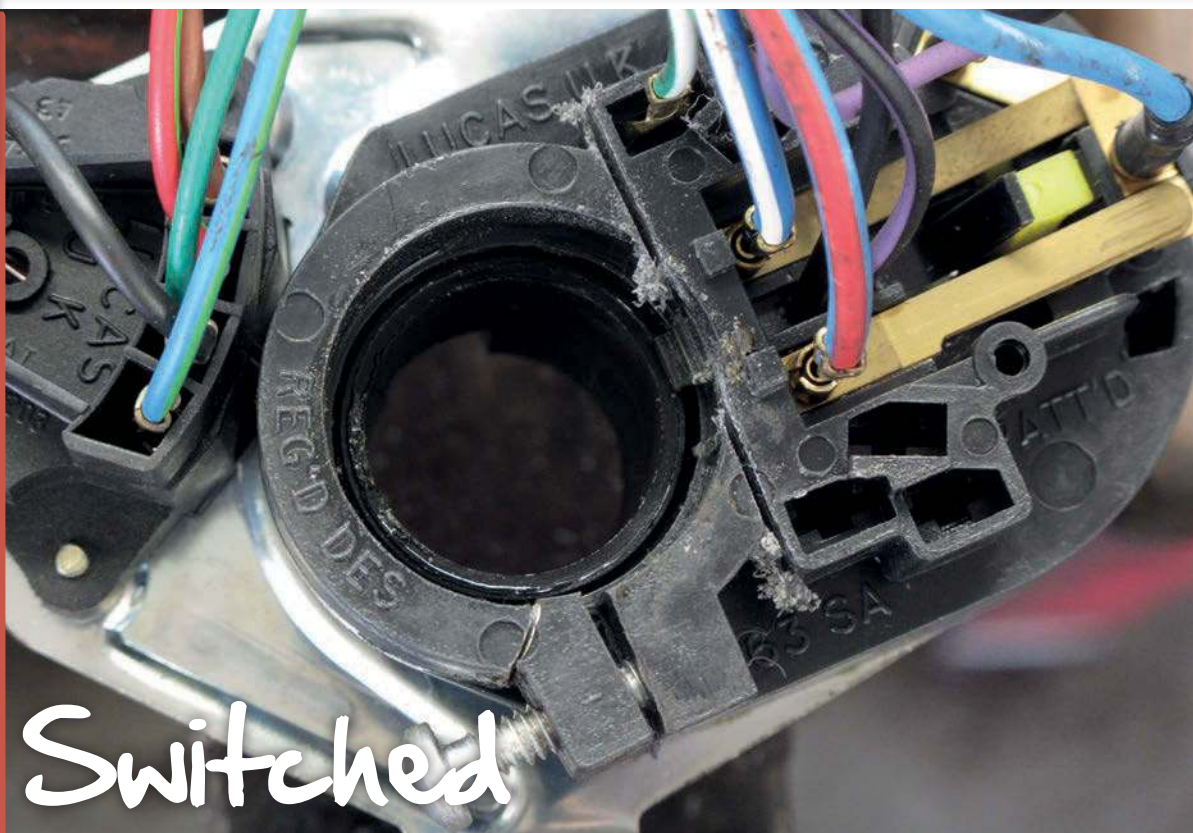
**Gerard Hughes**  
Editor

**MINI LIFE** Been into Minis for as long as I can remember. Worked on the first issues of Mini Magazine in 1996, and was editor from 1997 to 2001. Never been too far away from Minis, the scene or the magazine.

**MINI SPEC** Standard 1969 Riley Elf with lots of rust, split seats and mostly functioning mechanicals.

#### **MINIS OWNED**

Quite a few over the years Mkl 1275GT, van, several estates, Status 365 and many cheap and cheerful saloons.



## Switched

Sometimes, you just can't help yourself – bodging is addictive...

I know I shouldn't do it. It's wrong on so many levels and I should have given it up years ago. But sometimes, I can't help myself. Sometimes, I just can't stop myself bodging things up.

In my defence, it was late on a Saturday afternoon, and the car in question needed to be driven on Monday morning. Even if we could have found a Mini specialist still open, the chances of them being within driving distance and having the part on the shelf was slim. And it was only a temporary fix.

I'd been helping a mate out with some work on a 1984 Mini. It's a lovely car that has clearly been cossetted all its life, and it is exactly the kind of car that needs to be preserved. So it probably doesn't need me anywhere near it...

It had been suffering with a couple of intermittent electrical niggles, not least its capacity for the engine to die at random points, but usually in traffic when its owner was in a rush to be somewhere. This had been traced to an older under cap electronic ignition unit. We replaced

that and smooth, reliable running was restored.

The headlights had also become a little temperamental – not something I'd come across before. Strangely, one side was brighter than the other.

Methodically working through from battery, earths, through fusebox and switch, we sorted them out. The fusebox was badly corroded, but we luckily had a new spare kicking about the place.

Sadly, we didn't have a indicator/wiper switch in the spares box. The one on the car was flapping about, and the owner was convinced that it was causing the indicators to operate intermittently (that had proved to be the dodgy fuse box). I'd hoped that it was just the securing screw had worked loose, or had threaded itself. But with the steering column cowls removed, it was clear that securing ring had snapped, as they always do.



All standard mid-80s Mini fayre, and displaying the usual increasingly temperamental electrics.

#### To do list

1. Get to work on the Elf's bodywork.
2. Still looking for a possible project.



The wiper and indicator stalks were moving a little too much each time they were switched on.

The switch was scrap so we decided there was no harm in attempting a temporary fix – the housing was slotted with a hacksaw.


## “We did have a little bit of time, a hacksaw and a Jubilee clip”

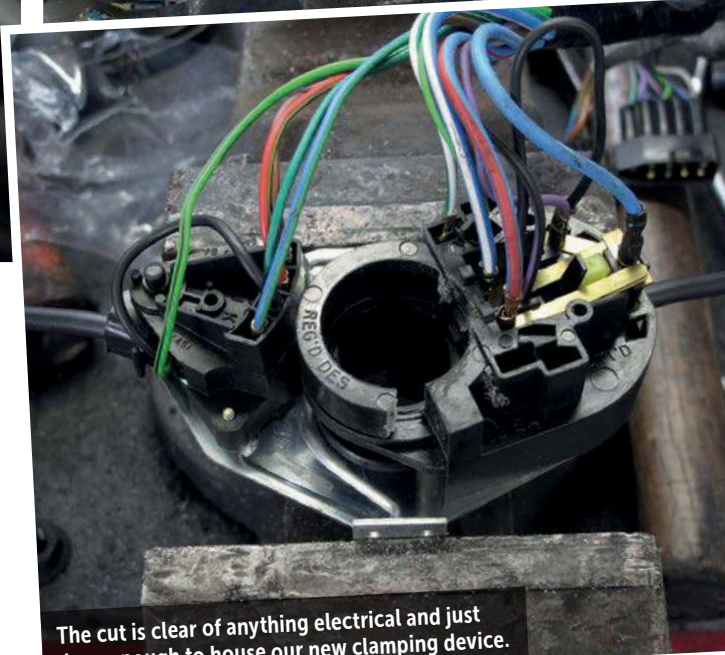
The switch had clearly been like this for some time, and other being annoying, it wasn't really doing any harm, unlike the other faults that we had already sorted out. It would certainly have lasted until the following weekend by which time we could have picked a new switch (part no 21A2660 if you're interested), parted with around £30 and fitted it.

We had no spares, but we did have a little bit of time, a hacksaw and a Jubilee clip. And it just didn't seem right, as the switch was already scrap, to see if I couldn't make it a little 'better', if only in the short term.

Removing the switch involves taking off the steering wheel – make sure the wheels are dead ahead so you fit it back in the same position – and then undoing a couple of multi plugs and screws and it slides up and over the column. My theory was that as the broken clamp ring could no longer clamp, I would run a clamp around it and squeeze the whole lot tightly in place. And what do you

know, it actually worked.

I suspect my little bodge will still be in place this time next year. It's invisible beneath the steering column cowl after all. And I promise, should I come across a similar problem in future, I will do the job properly. I promise... 



The cut is clear of anything electrical and just deep enough to house our new clamping device.



The Jubilee clip was gently tapped into place until it was flush with the surface. It's working a treat – for now.





**Jeff Ruggles**  
Contributor

**MINI LIFE** I'll run out of fingers and toes if I try and count all the Minis I've had. I love to spend all my spare time working on them, although progress can be tricky as I have far too many.

**MINI SPEC** I currently own seven Minis in various states of repair. Currently only a couple are road legal, although I'm working hard to change all that!

## MINIS OWNED

1971 Mini 850  
1972 Mini 1275 GT  
1972 Innocenti  
Mini 1001  
1991 Mini Mayfair  
1994 Mini Mayfair

Bought as a spares car in 2006, the Sprite has enjoyed quite a journey!



Jeff overcomes an 11th-hour panic to take the drive of a lifetime.

**H**ands up who's ever committed to something without knowing if they can manage it or not? Well back in September, I was the guilty party. Perhaps foolishly, I'd responded to a plea for a blue Mini to complete a red, white and blue trio for the E-Type Club's Ultimate Italian Job Tour at the beginning of October (see page 69). Foolish because the only blue Mini I own, my 1994 Mini Sprite, had sat idle for the best part of three years.

Since a trip to the International Mini Meeting in Belgium in 2016, the Sprite has taken a back seat as other projects got in the way. I'd also pinched a few bits, such as the rear speakers, alternator and starter motor, and hadn't replaced them.

Then came the invite. There was no way I was going to let such a bucket list opportunity slip through my fingers, so I immediately set about putting everything back together. The alternator and starter were replaced one Saturday afternoon, and with a new battery fitted, the Mini surprised me by starting first time on ancient fuel. Fellow contributor Alex

Kinsman and I then fashioned a new rear parcel shelf from MDF and fitted some new speakers, before the uncomfortable if rather funky Japanese-made bucket seats were replaced with a complete half-leather interior from a late Rover Cooper.

The car passed its MoT test with flying colours, but I still had a whole

lot of hard work to do. It was never going to be a perfect Italian Job replica being 25 years too new and the wrong shade of blue, but I knew I could get it somewhere near. To this end, an Italian Job light bar was procured from Huddersfield Spares, along with three big Wipac spotlights. They even came with

**"It was never going to be a perfect Italian Job replica"**



Preparation for the big trip to Italy involved fitting three spotlights, and some heavy drivetrain work.

## To do list

1. Refit the CV boot again...
2. Clutch oil seal needs to be replaced.





Yep, that's the Sprite. In a museum.



Fitting some speakers was essential for the journey.



On the rollers for a final engine management check.



Both pot joints were replaced, as well as the outer CV joints.

Driving across the Alps was a hugely memorable experience.



Sorting a loose CV boot. Taking your shoes off while working on a car is not recommended. I'm still not sure why I did.

black grilles, which I modified with a Stanley knife to remove the massive 4x4 logos they were emblazoned with.


Some leather belts were also bought on eBay in order to replicate the bonnet straps on the film cars, although these wouldn't be fitted until later. With the correct AA-labelled GB badge on the bootlid and a bit of silver-painted cardboard tube masquerading as a faux Italian Job-style roll cage, we were all set.

Sadly, on one of my shakedown runs, something just didn't feel quite right. On inspection the track rod end tapers didn't seem to fit the steering arms correctly (something I'd missed before), and I could feel some play in a wheel bearing that hadn't showed up during the MoT. The inner pot joint on the nearside didn't seem all that happy, either.

Alex and I ended up replacing everything on the nearside – wheel bearing and pot joint, plus the outer CV joint and ball joints for good measure. The idea was to get the car from Somerset to the rolling road up in Norfolk for a check by Specialist Components the following day. The

car runs its five-port injection kit, and I figured it couldn't hurt to have it checked properly.

The car performed well on the rollers, recording a heady 87 bhp. Sadly, the pot joint fitted the night before had obviously dislodged an oil seal, as it was pouring out over the floor. Cue a careful drive back to Somerset, followed by almost a whole day spent replacing the pot joint again, and going through the whole process again for the offside. I managed to get the tracking set at 4pm on the Sunday, and headed straight to Dover armed with a boot full of tools and my fingers crossed.

Pleasingly, the trip down to Italy and back went largely without a hitch. One of the CV boots had a tendency to fall off, and there were sporadic oil leaks from the rod-change linkage and the clutch oil seal. Not too bad, but they'll need sorting again if the car is not to sit idle for another three years. And having rediscovered the love for my beloved blue wreck, I'm determined not to let that happen again. 





**Tim Harber**

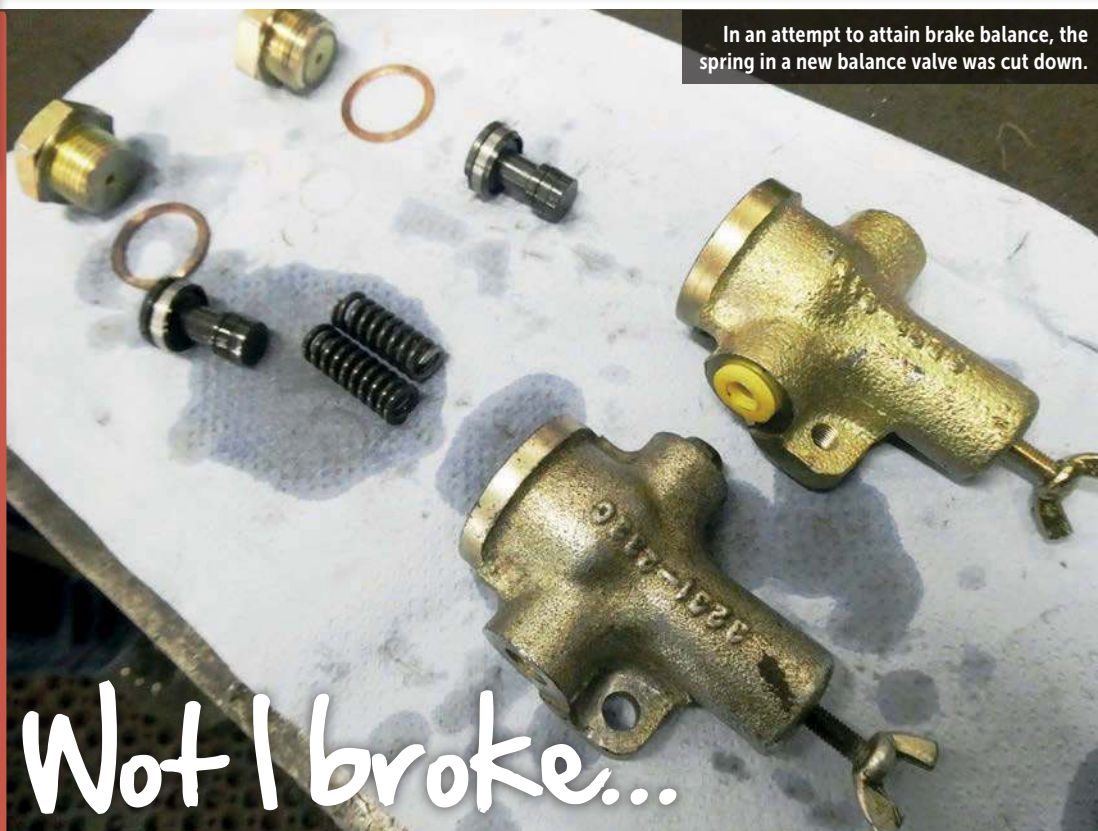
Contributor  
www.minimail.co.uk

**MINI LIFE** Driven them since 1967 and started a business around them in London in 1977. Moved to the countryside in 1989 to allow more space to fit cars and family in. Started racing in 2002 (aged 52). Have raced Mighty Minis but have concentrated on Historics since 2010.

**MINI SPEC** 1961 Racer is re-shelled test bed-come-toy (last out with a seven-port motor). 1965 1293 Racer is built to FIA Appendix K Historic regulations. 1967 Woody was wife's daily driver for seven years, and is now resting. 1974 Mini Marcos is waiting for everything to be restored. 1992 Rover Cooper is a fuel-injected Super Mighty Minis race car.

## MINIS OWNED

1961 Racer  
1965 FIA spec racer  
1967 Woody Estate  
1974 Mini Marcos  
1992 Rover Cooper



In an attempt to attain brake balance, the spring in a new balance valve was cut down.

# Wot I broke...

It's been a testing year for Tim, but he sees it as a positive experience.

**N**ot having pots of money made for an interesting season this year. Starting off with my once-in-a-lifetime chance to race at Goodwood. This was challenging in the run-up. First, we had to get FIA historic papers on the car which meant getting rid of the adjustable height struts in the suspension and trying to cut the standard ones down to get the ride

height ok. I went through all the odd versions of rear strut I had (they have a different part number cast into them) and ended up lining them for a happy snap.

In the death of it we couldn't get the car to sit right in the time and left it on the adjustable struts but didn't get told off for it, unlike some who got put back on the grid for having alloy rear drums for instance. I have

seen the knuckle joint part being made adjustable but I have seen one snap, so wasn't keen. We fitted the bar type of rear anti roll bar to keep the car legal and it did seem to make the handling slightly better and changing tyre pressures also seemed to help but it wasn't reflected in much better lap times.

Two days to go. Alarmed on finding the rocker shaft had turned after an hour of running, strangling the top of the engine of oil. The rocker screws made a startling sight as did the rocker shaft (blue with heat). My plan to have a spare power unit paid off as we could rob it of rockers and pushrods as rockers had gone in short supply. Two baulk rings gave up at Goodwood and I spent some months wondering how to



The varied world of rear suspension struts.



At least I had a brill race at Oulton.





Smart Mota-Lita steering wheel has now volunteered for duty in the race car.



Rear flat spotted and front chewed on edge.



## "It flat spotted two tyres when I couldn't sort what was going wrong"

sort, other than spending £2000 on a set of dog gears.

The brakes then turned up as unpopular flavour of the month which ended up costing a fair bit as it flat-spotted two tyres on the left hand rear when I couldn't sort what was going wrong. This was extra frustrating as it should be the right hand rear that should lock up as the weight gets thrown left into the predominantly right hand corners (OK, there is an 80 kg lump on the right hand side behind the wheel).

We have just gone through the brakes again and changed a couple of bits. The replacement rear brake adjusters which I have been selling happily for quite some time suddenly look pretty compromised when inspected carefully – the wedges aren't even tapered at the same angle as the screw which adjusts them and have fairly taken flats on them to

adjust them and the thread protrudes too far allowing it to get chewed up.

In desperation my helper Steve took the car to the local MOT garage who allowed us to put it on their brake testing rollers, which confirmed that the rear brakes had got far too much effort going to them despite the balance valve appearing to be in good working order, so we have just cut the spring down in a brand new one in an effort to get pretty much all the braking effort to the front. Don't want to spend £200-odd on the poshest front pads that some use just yet...

Less important things were ditching my rather tired steering wheel that got put on in the hurry to build – 9 years ago. A Mota-Lita turned up and volunteered itself and is pictured when we were changing the brake balance valve which lives inside the car. Onwards and....



Aftermarket brake adjusters, on left, are wonky.



Oil starvation resulted in mashed rocker screws.



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**1984, £5,500.** Manual, 12" Weller wheels with Yokohama tyres - plenty of life in them. Bucket seats and 3 point harness. 3 dial centre console and 2 custom boxes to house all the other dials and switches. Electronic ignition and battery cut off switch. Mountney steering wheel. MoT. Please call 07939 001657, Lancs.  
10765

### CLASSIC COOPER SPI

**POA.** Breaking for spares. Shell rotten doors will easily go again. Bonnet and boot with a little work. Please call 07855 786988, Greater Manchester.  
11216

### CLASSIC LEYLAND MINI



**1978, £7,500.** Only ever raced twice. Has had a new 1330 engine since and has not been used. Always been kept dry and well looked after. Please call 07814 180096.  
10736

### COOPER



**39,650 miles, £7,500 ONO.** Full service history from registration including all receipts not till end of July 2020. Original car garaged from new and in good condition throughout Please call 07976 934844.  
11247

### COOPER



**1998, 92,000 miles, £7,500.** Engine and gearbox rebuilt, brand new block crank and pistons, lightened flywheel, new clutch, new head and valves, roller tip rockers from Minisport, KandN air filter, gearbox reconditioned by Bill Richards, cream leather interior and brand new wooden dash. Please call 07715 271742, Kent.  
11448

### COOPER



**50,000 miles, £9,999.** New everything. Even the cover comes with it (again from mini sport). Kept in dehumidified garage. Everything works just fine as it should. 12 month MoT is of note, leather interior. Please call 07973 444778.  
11069

### COOPER



**1994, £4,995 ONO.** Fully rebuilt, new panels, no corrosion, new interior, engine and gearbox are fully rebuilt, Bluetooth media, unit with reverse camera, no expense spared over £3,000 spent. Please call 07951 174292.  
10955

### COOPER



**1989, £2,750 Ono.** Flame red, original panels and sills. Runs and drives well, original interior, chrome features added and needs some cosmetic work, worth a look. Please call 07970 273201.  
11744



## COOPER



**2000, 43,000 miles, £POA.** Car has one year MoT, full service history (plus recently serviced), Bluetooth head unit with CD player. Please call 07595 255016, Kent.  
10484

## COOPER



**98,000 miles, £2,999.** Leather seats, manual gearbox, power steering, remote central locking, stereo and CD player, electric windows, alloy wheels, ABS brakes and rear head rest. Please call 02380 766870, Southampton (T).  
11484

## COOPER



**£11,500.** Unique custom, professional fresh build. Stage 1.1275, Lamborghini pearl grey/Black pearl, roof and detailing. Show car, never been shown! Absolutely gorgeous, thousands spent, tonnes of new parts and hardly used since completed. Please call 07932 434217.  
11547

## COOPER



**1979, 72,000 miles, £4,995 ONO.** Much loved and has been in the family for 35 years. Great runner and great condition throughout with lots of new parts, some rust bubbles on A panels but underneath, floors and boot all solid and MoT to May 2020. Please call 07780 608498, Wiltshire.  
11659

## COOPER JCW



**£9,999.** Ex Mini Challenge Engine. Built for track days/trials. Single seat. Roll cage. Road Legal, superb condition inside and out, very low usage. Please call 07921 666890, East Sussex.  
11263

## COOPER S JCW



**2003, £5,000.** Multiple optional extras and upgrades, well loved and looked after after Mini Cooper S JCW, 225 upgrade with documentation. Please call 07568 179629.  
11334

## COOPER SPORT LE



**£15,995.** This example in my opinion is the best colour scheme of Brooklands green with matching green leather interior, carpets and wooden dashboard. The car has an alarm and immobiliser with remote key fob and 2 sets of keys. Please email philiptristram@hotmail.com.  
11259

## COOPER MPI

**2001, 49,300 miles, £8,250.** British racing green, black part leather interior, immaculate inside and out and drives faultlessly. Please call 07841 234973.  
10302

## COOPER S MK3



**£28,500 ONO.** First registered in January 1971. Richard Longman spec engine, tax and MoT Summer 2020 and an overall lovely car that must be seen. Please call 07860 927022, Surrey.  
10164

## COOPER S MKI PROJECT

**1964, POA.** Complete rebuilt avonbar engine/gearbox unit. Stage 2 head and swift tune cam. Original rare works spec block (one of only 750 made by BMC for racing) current log book and heritage certificate together with body shell sub frames suspension, wheels etc. Please call 07860 927022, Somerset.  
10163

## ITALIAN JOB



**1993, 72,000 miles, £4,750.** Only 1,750 were made 1000 to the UK market 750 to the Italian, MoT until August 2020. Owned it since 2010. Very good condition. Please call 07519 228096, Surrey.  
11694



## MAYFAIR

### MAYFAIR



**1992, 69,900 miles, £2,450.** Manual, 998cc, Caribbean blue metallic. Minilite wheels with good tyres. Always garaged, runs well and MoT till Sept 2020. Please call 01752 863333, Devon.

11769

### MAYFAIR



**1987, 22,000 miles, £6,500.** Good condition, totally original, MoT till July 2020 and 2 owners from new. Please call 07780 667531, Somerset.

10799

## MORRIS

### 1000



**1972, 26,200 miles, £11,495.** With very few stone chips the paint work is in excellent condition. Clearly the restoration was very well carried out. The period vinyl seating is in excellent condition and the tan colour complements the harvest gold paintwork beautifully. Please call 07885 742090, Langton.

(T)  
11374

### SPRINT



**1960, £7,000.** MKIII re-shelling. 998cc, alloy wheels, 'S' brakes, RC40, adjustable suspension and neg camber arms. Bucket seats, HIF44, alloy inlet and alloy rad. Tax/MoT exempt. Please call 07922 471710, West Midlands.

10611

## PICK-UP

### PICKUP

**1979, £4,500.** Body work needs attention. Please call 07934 926205, Milton Keynes.

11418

### PICK UP



**1980, 67,353 miles, £13,950.** Based on Fiat panda 4 x 4 MoT 15/08/2020, 13" in alloy wheels, s.s exhaust, load bed and sides alloy tread plate. Please call 07885 808985, Fife.

11576

## ROVER

### COOPER



**1999, 18,000 miles, £POA.** One private owner from new. Excellent condition, MoT, garaged. Please call 07444 016386, West Sussex.

11131

### RI PROJECT



**1989, £2,500 ONO.** Project sound shell, small roof repair required, 199 4xv RI engine, loom, clocks, carbs, everything required for project and loads of spares including 2 doors. Please call 07957 469405, Cumbria.

11249

### RACING GREEN LE

**1989, 89,000 miles, POA.** MoT July 20, 60+mpg, low insurance and a suitable first car. Please call 07907 029532 or email [delivery4u4u@gmail.com](mailto:delivery4u4u@gmail.com), NW London.

10947

### ROVER MINI



**£12,000.** 1.3 Cooper 2 door sports pack in anthracite grey with red leather interior. Full respray, new front and rear body including wings, A-panels, centre fit Mini play exhaust, KandN air filter and MoT May 2020. Please call 07793 932781.

10788

### ROVER MINI



**1999, 71,000 miles, £11,000.** All parts documented, new sub frames, MoT 2020 August and featured in Mini Mag. Please call 07935 980488, Lincolnshire.

10796



## ROVER MINI COOPER 1.3i



**2000, 79,000 miles, £3,250.** Anthracite/ white, MoT June 20, new rear sub frame, rear shocks, ss exhaust, bumpers and grill. It needs body work and 2nd gear synchro. Please call 01728 454988.  
11065

## ROVER MINI LAMM CABRIOLET



**1993/94, 20,000 miles, £12,000.** Has been dry stored for over 20 years. Only 300 models made. Believed that only 134 exist with DVLA - 18 road taxed and 24 SORNed so a very rare car. Has been fully wax oiled and engine serviced with genuine Unipart parts. Lamm spec (same as ERF Turbo). Body kit, side skirts, wheel arches. Has had paintwork. Please call 07767 427347.  
11136

## ROVER MINI MAYFAIR



**1992, 61,000 miles, £3,250 ONO.** MoT August 2020, 13" wide wheels, sport arches, new carpets and interior could do with a tidy E.G. headlining etc. Please call 01352 781023, Flintshire.  
10988

## ROVER COOPER



**1997, 67,000 miles, £8,000.** 1300cc, MoT until August 2020, full service history, one owner from new and modified car. Please call 07880 602919, Darlington.  
10558

## ROVER MAYFAIR



**1991, £POA.** 998cc Manual. Updated SU carb, stage 1 kit. Various new panels and recent respray in flame red. Leather interior. Please call 07873 392913, Suffolk.  
10530

## ROVER MINI

**1994, 33,000 miles, £9995.00.** Nineties reliability, sixties looks, based on Rover Sprite. Over £10k spent turning this car into a long-distance tourer and reliable daily driver. 5 new Minispares ST-Minilites, 5 Dunlop SP tyres, Cooper S brakes, hi-los, brocade interior + oval dash, etc. Maintained by Wood and Pickett and VmaxScart. Please call 02083 980287, Surrey.  
10298

## ROVER MINI SPORT



**2000, 49,000 miles, £12,500 ONO.** One of the last 500 off the line in good condition and garaged. MoT March 20 and full history. Please call 07779 418087, Worcs.  
10817

## ROVER RIO



**1993, 55,000 miles, £3,499.** MoT August 2020, Alloy Wheels, Wood Dash, Radio/Cassette Player, Good Condition, Working fine, ready for everyday use or weekends. Offers considered. Please call 07779 775981, Somerset.  
11402

## ROVER SIDEWALK



**91,700 miles, £8,995 ONO.** Restored last year garaged since, full MoT, kingfisher blue, no expense spared, great example and a rare classic. Please call 07792 663632.  
10178

## ROVER SPI 1275

**1996, 48,000 miles, £5,500.** Full MoT, manual, full service history, receipts of modifications with new Revolution wheels. Please call 07703 155586, Somerset.  
10581

## ROVER TAHITI



**1993, 75,880 miles, £3,500.** 10 months MoT. Receipts for work going back to 2006. Recent re-spray, no rust and has been garaged every winter. Needs a rear driver side Window seal (I think), has a small seam coming away on inner roof liner, needs radio de-coded and the seats look a bit tired. All small things to fix but I'm working away most of the week and don't have the time. It needs to be enjoyed and loved. Please call 07581 286868, Tyne and Wear.  
10351



## CARS WANTED

### MINI CLUBMAN ESTATE

**Wanted.** No restoration projects but don't mind a small amount of paintwork. Please call 07733 117621.

11457

### MKII

**1968/69, Wanted.** Please call 07958 728493, London.

### MKI/II/III

**Wanted.** Any condition, good or scrap and any mini. Please call 07979 406536.

11520

## PARTS

### 2 X MINI SPARES



**£30-£100.** Roller tip rocker assemblies. One set low mileage, very good condition £80. One set good condition bur rollers need replacing £30. £100 for both. Please call 07786 074878, Portsmouth.

11315

### CLASSIC MINI SET WIDE WHEELS



**£180.** Good tyres and hub caps. Please call 07979 406536, East Yorkshire.

11254

### MINI BODY SHELL



**1965, 47,711 miles, POA.** Re-shelling. Had a new body shell in 1984 which was heavily wax oiled at the time. Virtually perfect. Please call 07729 241005, Surrey.

11898

### MINI COOPER S REMOTE BRAKE SERVO



**£40.** Fits any single line system. Please call 07979 406536, East Yorkshire.

11750

### MINI HYDROLASTIC SUSPENSION UNITS



**£850.** Set of 4. Please call 07979 406536, East Yorkshire.

11423

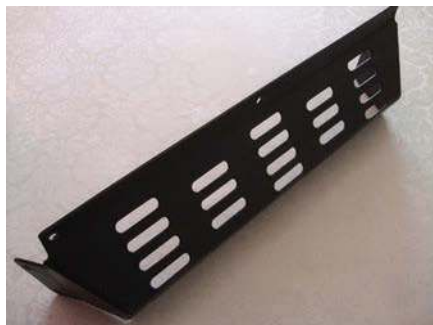
### MINI MANIFLOW



**£120.** Manifold large bore manifold CLM 005 and Manifold 2 inch twin box, side exit exhaust system LST 005A. Rusty but still solid. Please call 07786 074878, Portsmouth.

11314

### MINI S SUMP GUARD



**£150.** Never used or fitted. Please call 01217 050849, West Midlands.

11925

### MINI SUMP GUARD



**£30.** Strong and light. Please call 07979 406536, East Yorkshire.

11749

### MKI/II MINI PASSENGER DOOR



**£90.** Please call 07979 406536, East Yorkshire.

11255

### MKIII PARTS



**POA.** Mini left over from restoration. Please call 07788 821542, Essex.

11883

## PARTS WANTED

### MINI ROLL CAGE

**Wanted.** Any condition considered. Please call 07979 406536.

12022





## Gift Ideas

60 Years of the Mini  
Scrapbook:



Only  
£20

Aluminium  
Billet Air Box  
Induction Pipe



Only  
£150



Paddy  
Hopkirk  
Luxury Mats

Only  
£47

12" to 10" Brake Conversion Kit



Only  
£180



Nankang  
Winter SV-3  
145/70 R12

Only  
£43

BMC Comps  
Reunion Mug



Only  
£7



Black Alloy  
Gearknob

Only  
£45

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**minisport**  
.com

# Merry Christmas

From Everyone at  
**minisport**

## Seats

### COBRA

Classic ranges  
available in 3 finishes.

Classic Vinyl	From £181
Classic RS	From £261
Classic GT	From £261
Classic RSR	From £318
Classic RS 40	From £333
Le Mans	From £468
Le Mans Heritage	From £480
Stuttgart	From £451



Monaco From £199  
Clubman From £192

## Classic Interiors



Complete seat cover sets, either match to original or choose your own design. Leather or vinyl, coloured piping, your choice. Designed to fit your original seats, full matched interiors also available.

### Seat Cover Kits

Full kit	From £670
Rear seats	From £381
Front base	From £95
Front squab	From £109
Seat foams	From £31
Rear squab frame	£157

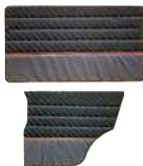


### Interior Panel Kits

Mk1 Saloon	From £407
Mk2 Saloon	From £407
Mk3 Saloon	From £316
Van Pickup	From £222
Estate	From £658
Monte Carlo	From £236

### Headlining Kits

Mk1/2 2-piece	£115
Saloon '70-'01	£115
Estate	From £127
MPI	£115
Sun visors	From £33



### Door and Rear Quarter Panels

Mk1/2 Door	From £71
Mk1/2 Rear qtr	From £73
Mk3 Door	From £75
Mk3 Rear qtr	From £73
Parcel shelf	From £37

## Carpet Sets

Standard	From £27
Deluxe	From £42
Newton Commercial	Fr. £211
Sound insulation kit	From £42



## Carpet Mat Sets

All season Mini Sport tailored mat set	£21
Cooper deluxe carpet mat set	From £41
Paddy Hopkirk luxury carpet mat set	£47



## Interior Accessories

### Burr or Charcoal Interior Accessories

Door pulls	Pair From £50
Window winders	Pair £51
Door openers	Pair From £53
Door cappings	Set of 4 £135
Handbrake handle	£22



### Alloy interior handle sets

Alloy 10 piece handle set	£31
Cooper handle set	From £271

## Exterior Handles

Mk1 set	£108
Mk2 set	£162
Mk3 set, early	£99
Mk3 set, late	£58



## Gauges



Extensive range of gauges by Smiths and Cooper Car Company. Available with black or magnolia faces, and chrome or black surrounds

### Smiths Gauges

52mm Oil pressure	From £51
52mm Water temp	From £51
52mm Voltmeter electric	From £51
52mm 12hr clock electric	From £57
80mm Rev counter	From £166
Electronic centre speedo	From £459
52mm Oil/water dual	From £90
Smiths Centre speedo	From £276



### Cooper Gauges

Cooper voltmeter	£57
Cooper water temperature	£57
Cooper oil temperature	£59
Cooper 12hr clock	£100
Cooper oil pressure	£81



## Gear Knobs & Levers

### Gearknobs

Alloy with gear shift pattern	£10
Alloy without gear shift pattern	£10
Cooper 500 style 4 speed	£13
Burr plain gearknob	£22
Cooper alloy gearknob	From £38



### Gear Levers

Gear lever QuickShift kit - rod change	£32
Gear lever QuickShift kit - remote change	£31



## Seatbelts

Belts available in Black, Red, Blue, Beige or Grey



### Inertia reel type

Front - black	£31
Rear - black	From £32
Front - red	£44
Rear - red	From £44
Front - blue	£51
Rear - blue	From £44
Front - beige	£47
Rear - beige	From £49
Front - grey	£51
Rear - grey	From £49

### Static type

Front - black	£26
Rear - black	£21
Front - red	£38
Rear - red	£34
Front - blue	£42
Rear - blue	£34
Front - beige	£38
Rear - beige	£34
Front - grey	£38
Rear - grey	£34

## Mud Flaps



### Genuine Rear

Mini logo Pair £35 Cooper logo Pair £35

## Mini Covers



Indoor/outdoor car cover	£60
Indoor car cover	£60
Saloon indoor cover with zip door entry	£124
Saloon outdoor cover with zip door entry	£180
Traveller outdoor cover with zip door entry	£352
Cooper indoor fleece cover	£262
Paddy Hopkirk indoor fleece cover	£261

## Steering Wheels



### Moto-Lita Boss Kits Mk1, to '76 or '76on

Black with cap or horn control	£62
Polished with cap or horn control	£92

### Moto-Lita Steering Wheels

Flat or dished spokes	
13" Woodrim - polished spoke	£168
12" Leather - polished or black spoke	£168
13" Leather - polished or black spoke	£168



### Other Steering Wheels

12", 13" Black vinyl 3 spoke	From £40
12", 13" Black leather 3 spoke	From £51
13.5" Woodrim 3 spoke	From £75
13" Black vinyl, red stitching	From £49
Boss fitting kit	From £18

## Dashboards

### Classic Style



2 Clock	
3 Clock	
Centre	
Alloy	

All combinations available.  
RHD or LHD, Burr Walnut, Charcoal or Alloy finish  
From £160

## Custom Consoles

Coloured vinyl, burr walnut, carbon fibre look or alloy.  
Radio slot optional.  
Available in all colours.  
Consoles From £65  
Armrest From £65  
Boot liner set £84



@MiniSportLtd



**Christmas**  
Showroom Opening

23rd Dec  
24th - 26th Dec  
27th Dec

9am - 4pm  
CLOSED  
9am - 4pm

28th - 29th Dec  
30th Dec  
31st Dec - 1st Jan 20

CLOSED  
9am - 4pm  
CLOSED



## Gift Ideas

See our full range at  
**minisport.com**

50 Years of  
the Italian  
Job Book

**Only £45**



Adjusta Ride  
Full Kit



**Only £91**

Handbrake Grip - Silver  
by Cooper



**Only £39**

Mini 60/  
Paddy Hopkirk  
Baseball Cap



**Only £14**

Paddy  
Hopkirk  
Hoody



**Only £33**

Paddy Hopkirk  
Indoor Cover



**Only £261**

## Grilles

Internal  
or External  
Bonnet Release type

Cooper 8 blade (Internal)	£51
Cooper 8 blade (External)	£49
Cooper with lamp holes	£105
Mk5 wavy classic	£87
11 blade chrome	£86
Grille side surrounds	£11
Grille top surround	£18
Mk1 Austin wavy	£93
Mk1 Austin Cooper	£94
Mk1 Morris Cooper	£82
Mustache surround	£95
Mustache ends	Each £11
Clips mustache ends	Each £1
Internal bonnet release	£32
Cooper grille buttons	From £40

## Lights

Quadoptic  
Headlamps  
Quadoptic H4  
Halogen  
Conversion  
From £42



Headlamps  
H4 headlamp  
assemblies, includes  
headlamp bowl plus  
inner bezel, suit  
LHD or RHD

Pre '97 Mini	From £48
MPI headlamp Mini - with motor	From £77
Headlamp leveling motor - '97 on	£44
Valeo/cibie halogen unit	£66
Halogen crystal headlamp - Standard	£34
Halogen crystal headlamp - Angel eye	£42

## Indicators

Early - push fit, amber	£7
Early - push fit, clear	£7
Mk3/4 - amber (screw)	£7
Mk3/4 - clear (screw)	£7
Mk5 - clear lamp '97-'01	£10

## Side Repeaters

Clear type	£3
Amber type	£3

## Rear Lights

Mk1 rear lamp RH/LH	Each £40
Mk2/3 rear lamp RH/LH	Each £49
Mk4 rear lamp RH/LH	Each £43
Rear lenses - Mk1/2/3/4	From £6

## Lamp Kits

Rover  
Cooper  
Lamp Kit  
4 lamps &  
4 brackets

Full kit: 2 drive lamps & 2 fog lamps	£369
Full kit: 4 drive lamps	£369

Works  
Lamp  
Bar Kit  
Lamp bar,  
wiring,  
2 Drive &  
2 Fog lamps

Works lamp bar kit	£160
Works lamp bar	£62

## Spot lights

Cooper drive lamp (inc wiring)	£74
Cooper fog lamp (inc wiring)	£74
Classic Style 5.5" chrome drive or fog lamps	Pair From £29
Classic style chrome driving lamps	Pair £55
Classic Style 5" stainless steel drive lamps	Pair £65
Spot lamp s/steel	Pair £34
Fog lamp s/steel	Pair £34
Drive lamp kit - road runner	£22
Drive lamps rally giant	£43

## Bumpers

Black	£49
O.E. spec stainless	£61
Chrome	£43
Chrome budget	£36
Stainless	£59
Stainless Mk1	£65
Overrider & Corner bar set	£148
Overrider & Corner bar set '97 on	£148
Overrider Mk2 - Chrome Set	£55
Overrider Mk2 Stainless Set	£82
Overrider & corner bar	
Stainless Set inc bumpers	£266

## Mirrors

Stainless, door	Each Fr. £19
Black, door	Each Fr. £21
Chrome bullet - wing	Each £13
Chrome bullet - door	Each £31
Downton style	Each £21
Cooper - white	Pair £44
Cooper - chrome	Each £31
Clip on classic	Each £20

## Brightwork

S/S Headlamp peaks	Pair £10
S/S Headlamp stoneguards	£10
Mk3 chrome no. plate lamp	£19
Stainless seam mouldings	Pair £24
Boot Hinges - chrome	£14
Plain door handle scoops	£6
Union Jack badge	£5
Cooper boot badge '96 on	£12
GB Boot badge	£5
Cooper S Mk3 bonnet badge	£18
Stainless interior mirror	£22

## Fuel Caps

Monza style - chrome flip	£25
Aston style - chrome	£16
Locking fuel cap	£14
Standard locking	£14
Cooper monza type chrome with adapter RH or LH	£37

## Wheel Arches

Special arches, black	£23
Chrome covers for special arches	£119
Monte Carlo style	£72
Sports pack style - glassfibre arches	£100
Group 2 glassfibre arches	£60
Group 2 race glassfibre arches	£65
Group 5 race	£79



## Gift Vouchers



£5 Mini Sport Gift Voucher	£5
£10 Mini Sport Gift Voucher	£10
£20 Mini Sport Gift Voucher	£20
£50 Mini Sport Gift Voucher	£50

## Wheels

**Wheels priced individually:**  
Ultralite and Superlight available in  
Silver, Black, Anthracite, Black with  
Red Stripe or Gold.  
(Please contact us for availability)  
**Also Available in Wheel & Tyre Sets:**  
Set of 4 wheels with Falken (F)  
or Yokohama (Y) tyres.



6" x 10"	Each: £57	Set: (F) £417
5" x 12"	Each: £59	Set: (F) £423
5.5" x 12"	Each: £63	Set: (F) £461
6" x 13"	Each: £72	Set: (Y) £576
7" x 13"	Each: £75	Set: (Y) £588



## Revolution

6" x 10" Black/Silver	Each: £64	Set: (F) £455
5" x 12" Black/Silver	Each: £68	Set: (F) £486
6" x 12" Black/Silver	Each: £74	Set: (F) £509

## Rose Petal

4.75" x 10" Black	Each: £96	Set: (F) £558
5" x 12" Black	Each: £92	Set: (F) £562
6" x 12" Black	Each: £96	Set: (F) £558

## Superlight

5" x 12"	Each: £68	Set: (F) £449
7" x 13"	Each: £83	Set: (Y) £594

## Cooper S Steel

Available in Silver or Old English White	
3.5" x 10" or 4.5" x 10"	Silver: £59
3.5" x 10" or 4.5" x 10"	White: £63

## Tyres

<b>Falken Tyres</b>	
145/10 - SN807	£40
165/70/10 - FK07E	£50
165/60/12 - ZE914	£52
<b>Yokohama Tyres</b>	
165/70/10 - A032	£64
165/70/10 - A008	£55
165/60/12 - A539	£64
165/55/12 - A048	£85
175/50/13 - A539	£75
175/50/13 - A048	£104
<b>Nankang Tyres</b>	
145/70 R12 - NA1	£37
175/50 R13 - 72V	£61
145/70 R12 - Winter	£43
<b>Dunlop Tyres</b>	
145/70 R10 - Weathermaster	£197
165/70 R10 - Aquajet	£159
165/70 R10 - R7	£128





For the one you love this Christmas



## Vouchers for the Mini they Love

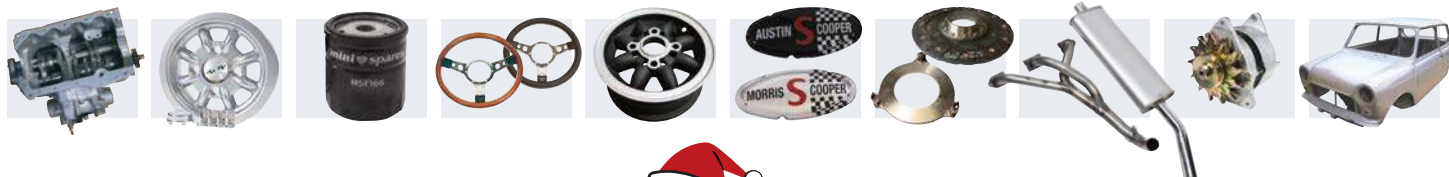
[www.minispares.com](http://www.minispares.com)

As you relax over the Christmas period, chances are that your mind will turn to restoring your Mini over the winter.

Just go to [MINISPARES.COM](http://MINISPARES.COM) for the one-stop parts shop with the worlds largest stock of Mini inventory-bar none.

Demand Mini Spares quality parts that have been checked, tested and price checked against competitors for you.

If you see a part number advertised cheaper, check out it's authenticity and quality  
as we are never knowingly undersold



**mini  spares**

Parts available online at [www.minispares.com](http://www.minispares.com) or by mail order on 01707 607 700

### Mini Spares - NORTH

Units 2E and 2G Harwood Road  
Northminster Business Park  
York YO26 6QU  
Tel: 01423 881800

### Mini Spares - LONDON

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### Mini Spares - MIDLAND

#### West Midlands

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